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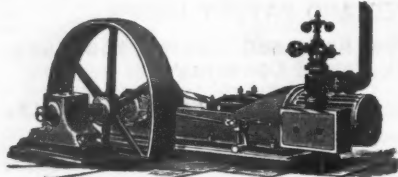
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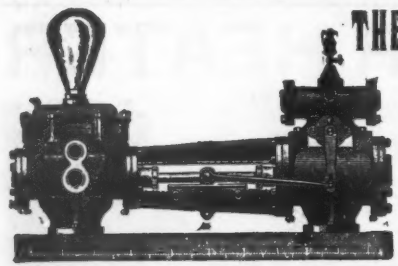
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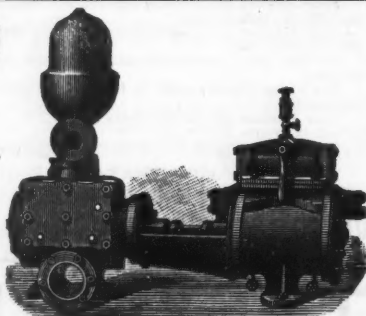
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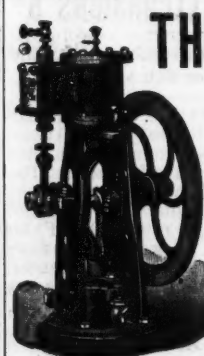
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CONTENTS.

Editorial.....	429	Convict Labor for Jute Manufacturing.....	432	The Elevators.....	485
Boston.....	430	The Markets.....	433	The New Salesman.....	437
More From London.....	430	A Correction of Evidence.....	433	Pennsylvania Millers' Association.....	437
Ocean Tonnage Rates.....	430	The Glasgow Market.....	433	Buffalo's First Elevators and Mills.....	437
Liverpool.....	430	The Liverpool Market.....	433	St. Louis Siftings.....	439
Wheat Conditions.....	430	The London Market.....	433	La Crosse.....	439
Railroads and Shipping.....	431	Glasgow Flour and Grain Dealers and Millers.....	434	Philadelphia.....	439
A Novel Grain Carrier.....	431	A Corner Ahead.....	434	Manitoba and Northwest.....	441
Our Dust Collector.....	431	Baltimore Notes.....	435	Coopers' Chips.....	456
Local and Personal.....	432	London Letter.....	435	Kansas Chaff.....	456

INDEX TO ADVERTISERS.

Aitchison, Robert, Perf. Metal Co. Chicago.....	443	Gambrill, C. A. Mfg. Co. Baltimore.....	452	North Dakota Roller Mills, Hillsboro, Da.....	451
Albion Milling Co. Albion, Mich.....	452	Getchell, W. H. & Co. Minneapolis.....	445	Noye, The Jno. T. Mfg. Co. Buffalo, N. Y.....	442
Alcott, T. C. & Son, Mt. Holly, N. J.....	458	Gies & Co. Buffalo.....	451	Omaha Milling and Elevator Co. Omaha, Neb.....	452
Allis, E. P. & Co. Milwaukee.....	456	Gill & Forrester, Moorhead, Minn.....	451	Paige Mfg. Co. Painesville, O.....	451
Althouse, C. W. & Co. St. Louis, Mich.....	457	Gilt Edge Mill Co. Worthington, Ind.....	457	Paul, Sanford & Merwin.....	451
American Flour Brand Directory.....	449	Great Western Mfg. Co. Leavenworth, Kan.....	442	Peavey, F. H. & Co. Minneapolis.....	448
Annau, Burg & Co. St. Louis.....	448	Gump, B. F. Chicago.....	458	Phoenix Iron Works Co. St. Cloud, Minn.....	458
Ashcroft Mfg. Co. New York.....	448	Harrison & Grant, Richmond, Va.....	448	Pillsbury, C. A. & Co. Minneapolis.....	448
Avery Elevator Bucket Co. Cleveland, O.....	442	Haseltine Mill Furnishing Co. Minneapolis.....	441	Poole & Hunt, Baltimore.....	446
Babcock & Wilcox Co. New York.....	453	Heisser, J. H. Minneapolis.....	453	Pye, James, Minneapolis.....	446
Baragwanath, Wm. & Son, Chicago.....	458	Higgins, John C. & Son, Chicago.....	458	Queen City Printing Ink Co. Cincinnati.....	448
Barnard & Lease Mfg. Co. Moline, Ill.....	447	Hoecker, H. London.....	448	Railroads.....	448
Barnett & Record, Minneapolis.....	446	Holmes, E. & Co. Minneapolis.....	448	Reed, Isaac H. & Co. New York.....	448
Bartlett, C. O. Cleveland, O.....	451	Hood, F. Saginaw, Mich.....	448	Richmond City Mill Works, Richmond, Ind.....	447
Bean, F. A. & S. L. Faribault, Minn.....	451	Hooven, Owens & Bentschler Co. Hamil- ton, O.....	442	Richmond Mfg. Co. Lockport, N. Y.....	443
Beall, Hutchison & Co. Decatur, Ill.....	454	Horn, B. F. St. Louis.....	457	Russell & Miller Milling Co. Valley City, Da.....	451
Beattie & Hay, Philadelphia.....	448	Howard, A. W. Minneapolis.....	448	St. Louis Operative Millers' Association.....	452
Beck & Pauli Lithographing Co. Milwaukee.....	453	Hubbard, R. D. & Co. Mankato, Minn.....	452	Salina Mill and Elevator Co. Salina, Kan.....	452
Bemis Bro. Bag Co. Minneapolis, St. Louis.....	458	Hunter Bros. St. Louis.....	448	Saylor, H. N. St. Louis.....	457
Blackman, J. J. & Co. New York.....	448	Hurd, L. R. Minneapolis.....	448	Schei & Chalfant, Osakis, Minn.....	451
Blanton, Watson & Co. Indianapolis.....	451	James, John & Co. La Crosse, Wis.....	453	Seaver, L. S. & Co. Minneapolis.....	446
Blish Milling Co. Seymour, Ind.....	452	Janson, Robert, Neenah, Wis.....	448	Selbering Milling Co. Akron, O.....	450
Bonner, C. L. & Co. Minneapolis.....	448	Janssen, H. G. & Co. Amsterdam-Antwerp.....	448	Shultz Belfing Co. St. Louis.....	441
Bowman, Albert B. St. Louis.....	453	Keith & Crocker, Chicago.....	448	Sidle Fletcher Holmes Co. Minneapolis.....	448
Bradford Mill Co. Cincinnati.....	445	Kenan, W. R. Wilmington, N. C.....	448	Sioux City Engine Works, Sioux City, Ia.....	457
Buckeye Engine Co. Salem, O.....	443	Kennedy, Edward & Son, Minneapolis.....	453	Smith, John S. Dust Collector Co. Jackson.....	440
Caldwell, H. W. & Co. Chicago.....	458	Kern, J. B. A. & Son, Milwaukee.....	452	Smith & Richardson, Minneapolis.....	440
Cameron Steam Pump Works, New York.....	458	Kirk, David B. & Co. New York.....	444	Sparks Milling Co. Alton, Ill.....	457
Case Mfg. Co. Columbus, O.....	448	Knickerbocker Co. Jackson, Mich.....	444	Special Notices.....	457
Cassels, F. & J. Glasgow.....	447	Laidlaw & Dunn Co. Cincinnati.....	448	Stillwell & Bierce Mfg. Co. Dayton.....	447
Chambers Barrel Heater Co. St. Louis.....	447	Lamphear, W. K. Minneapolis.....	458	Superlative Purifier Mfg. Co. Milwaukee.....	455
Charles, R. F. New York.....	443	Leffel, James & Co. Springfield, O.....	448	Supplee, J. W. & Co. Philadelphia.....	448
Clark, W. J. & Co. Salem, O.....	443	Link-Belt Machinery Co. Chicago.....	440	Swan Lake Mill Co. Nicollet, Minn.....	448
Cockle Separator Mfg. Co. Milwaukee.....	455	Loveland, W. A. Minneapolis.....	446	Taylor, A. B. & Co. Minneapolis.....	448
Columbia Mill Co. Minneapolis.....	450	Lynch, John & Bro. Philadelphia.....	448	Taylor Bros. & Co. Quincy, Ill.....	452
Consolidated Safety Valve Co. New York.....	441	McDaniel & Co. Franklin, Ind.....	451	Thayer, Clarence H. & Co. New Orleans, La.....	443
Craig Wheat Cleaner Co. Oxford, Mich.....	442	McGowan, John H. & Co. Cincinnati, O.....	446	Thompson & Campbell, Philadelphia.....	453
Cranson, Huntley & Co. Silver Creek, N. Y.....	442	McMaster, S. C. & Co. Pittsburgh, Pa.....	448	Todds & Stanley Mill Fur. Co. St. Louis.....	445
Davidson Steam Pump Co. New York.....	458	Market Street Milling Co. Philadelphia.....	452	Tod, William & Co. Youngstown, O.....	458
Deal, H. J. Specialty Co. Bucyrus, O.....	446	Martin's Middlings Purifier Co., Grand Rap- ids, Mich.....	448	Van Dusen, G. W. & Co. Minneapolis.....	448
Deal, M. & Co. Bucyrus, O.....	446	Miller & Son, Chicago.....	453	Victor Heater Co. Minneapolis.....	441
Ditzner & Weisser, Antwerp, Belgium.....	457	Millers' & Manufacturer's Mutual Ins. Co.....	453	Vortex Dust Collector Co. Milwaukee.....	455
Donaldson Bros. Milwaukee.....	448	Mills, The Jonathan Mfg. Co. Cleveland.....	448	Washburn, Martin & Co. Minneapolis.....	450
Dutton, J. B. Detroit.....	451	Monasch, I. Minneapolis.....	457	Wilcox & Hyde, Joliet, Ill.....	451
Eagle Roller Mill Co. New Ulm, Minn.....	451	Montague, G. & Co. Chicago.....	448	Williamson, Jas. F. Minneapolis.....	458
Evans, A. H. & Co. Washington.....	446	Nordyke & Marmon Co. Indianapolis.....	446	Willford & Northway Mfg. Co. Minneapolis.....	438
Epenscheid, Charles, Hastings, Minn.....	451			Winona Mill Co. Winona, Minn.....	452
Fountain City Milling Co. Fountain City, Wis.....	451			Woodward & Co. Minneapolis.....	448

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THE WEEK.

The Minneapolis mills made 178,100 bbls of flour last week, and shipped 185,412 bbls, of which 45,800 were exported. The market has been very active the past week, with prices advancing rapidly.—Minneapolis received 4,342,260 bus of wheat in September, against 5,618,480 for same month last year.—The St. Louis mills last week made 75,000 bbls of flour. Prices advanced sharply and prevented very much buying.—The Roller Repair Co., St. Louis, will sell out its plant.—Our London, Liverpool and Glasgow cables report an active market, with prices higher.—Our Baltimore and Philadelphia correspondents report those markets active and higher.—The Chicago roads have come to terms on the transit question, and have given notice that the rate on wheat and its products between Minneapolis and Chicago will be advanced to 12½¢ per hundred.—The high price of flour has caused bakers at Minneapolis, Chicago and New York to agitate the question of advanced prices.—The Pennsylvania Millers' association will meet at Lewisburg, Oct. 9.—The wheat markets were unsettled up to Wednesday, on that day advancing 10c at Minneapolis and at other points several cents per bushel.—Albert Allen, vice president of the Schumacher Milling Co., Akron, O., died Sept. 25, aged 81 years.—The large mill of F. N. Quade at Toledo, O., burned Sept. 30; estimated loss, \$100,000; insurance, \$62,000.

WHILE the present situation of the flour market, seems to be extremely favorable for the development of wild enthusiasts of the twelve dollar a barrel variety, conservative men who carry common sense principles through high prices as well as low, find in it elements of grave danger to the milling trade, especially the spring wheat branch of it. The rapid, feverish advance in prices is unhealthy and unnatural and does not promise well. For the best interests of the trade a moderate advance would have been far preferable. When spring wheat flour reaches a figure which debars it from foreign consumption, it is a matter to be regretted. It is idle to talk of home demand being sufficiently great to take the entire output of spring wheat mills. Sooner or later, before the advent of 1-89 we shall look for a market over seas. If our prices are then too high they must come down. With wheat bought at present prices the decline will be far from welcome. The fact of the matter is that the foreign demand for American flour depends on its price. Advance the price beyond a healthy limit and, although our foreign consumers may be unable to get our flour, they can supply their wants elsewhere. At a certain figure flour ceases to be a necessity and becomes a luxury. The foreign consumer has a limit up to which he can sometimes go; beyond it, never. The limit being

reached the foreign trade will depend upon poorer flour or cheaper flour for its daily bread or it will do without it entirely. Recalling the trade obtained and retained by hard work and low prices both on this and the other side of the water we remember that it does not come when simply whistled for and we must conclude that the present tendency toward abnormal values is menacing the future of spring wheat flour in the markets of the world.

THE scenes of excitement, alarm and confusion amounting to panic, which have ruled the markets of the country the past week have thoroughly stirred up and ventilated the wheat situation if they have done nothing more. It has been a number of years since a really good cornering basis was presented in this country and operations having that end in view have as a general thing brought their instigators to grief. For too much wheat would tumble in just about the time the game was nicely adjusted and the result was apt to prove discouraging to the ambitious cornering mind. This year all the prospects are different and the outlook is that the months will be filled with manipulation, with the corner kings scalping the innocents in and out of season.

IT is astonishing that such a state of affairs should be permitted to continue in the country so long. By this we would not be understood to mean that dealing in futures should be altogether prohibited, for this is an unreasonable attitude to take. Our millers and dealers would be badly off if they were not permitted to anticipate their wants and to protect their purchases. But all this comes within the bounds of reason and should oppress no one. It is the gambling operation pure and simple which upsets the trade and deprives it of everything like accurate information as to available supplies and probable prices.

ILLINOIS, we believe, has had some slight spasms of remorse over the manipulation which goes on in her great center, but they have not proved very effective, for the old state of things continues to prevail. Illinois is not allowing her conscience to afflict her very sorely while the hard cash holds out, as it were, to burn, for, from her point of view, Chicago is a good place for it. However, it makes no difference that Chicago happens to be the center of option trading in the country. Chicago is no more blamable than any other section of a country which does not enforce laws to restrict option dealing.

THE worst and most inconsistent aspect of the matter is that while the country tolerates the business as it stands, our laws allow the loser in gambling deals to crawl out of them if he is so disposed. The law in fact does it best to make a race of sneaks instead of a race of honest men. We have very little sympathy with the baby act in any department of life's experiences. There seems to be no good reason why, if a man is allowed to make a deal, he should not be obliged to stand by it. We do not say this because we have any sympathy or liking for the professional market manipulators whose business it is to

trap the confiding lamb. And we know that it is an extremely hard thing for the lamb to lose every cent he has and perhaps more, in paying margins. But if the business is allowed to go on openly and steadily, as is the case, the American citizen who engages in it ought to do so at his own risk and be compelled to take the penalty as he finds it. This is not only good business but it is good sense. The crawfisher is not a desirable man to encourage as an element of our national make-up.

IT is ridiculous, viewed from any point, to see how those gentlemen who placidly bet on the market by selling short some days or weeks ago, now regard themselves as sadly aggrieved individuals, simply because instead of squeezing they got squeezed; because instead of making a loss to some one else they realized it themselves. This is the greatest kind of nonsense in the world and it will not straighten the matter at all to call Mr. Hutchinson hard names, or to sit down and cry, or to run home and inform the maternal ancestor. The experience of the world has been that persons who dance will find it necessary to pay the piper. It is absurd to see men who hoped to profit by the mistakes of others howling because they have lost by their own.

IT is refreshing to note in this connection that Judge Holmes, of an eastern district, has held in a recent ruling that a deal of the kind referred to was binding, and that the complaining principal would have to stand by it. The morality of option gambling is highly questionable but the morality of a decision which obliges a man to stand by the results of his voluntary deeds is not open to criticism. What we need in this country is more such decisions.

THE prospect now is that each coming month will witness a repetition on a greater or less scale of the proceedings of September. The spring months, if the world's crops do not prove a good deal better than is now estimated, will likely see the market high, excitable and easily affected. Thus we shall have presented the stage par excellence for the scenes which the market manipulator will be only too ready to enact, with the assistance of the lamb in the latter's celebrated sweet and tender *ingenue* role. The present year will be a good one in which to refrain from being a lamb. He who contemplates taking a little preliminary plunge might with profit count up the various gentlemen of his acquaintance who have got rich and stayed rich on wheat deals. He might also reflect upon the days of 1880, '81 and '82, when many good men fell like Lucifer, never to rise again. We are certain that the reader will agree that however much he may admire the nerve and success of "Old Hutch" in the wheat dealing arena, too many bleaching bones and too many grinning skulls lie scattered around the ring to make the vicinity acceptable to the ordinary citizen. Wheat under the present conditions of its juggling traffic is a very good thing for the average man to let severely alone.

Now that wheat and flour have progressed upward with such astonishing

jumps, the bakers of the country are beginning to raise the price of bread to correspond with the raw material. This evokes some complaint from the press regarding the oppression of the poor man, to whom, it is alleged, his daily bread is likely to be a luxury instead of a necessity, if the present course of things continues. It is undoubtedly a tax upon the poor man to pay six cents for what he before paid only five, and especially since bread is an article forming so large a part of the subsistence of the people. But it should not be forgotten that as bread goes up, work in all branches of industry is increasing and the prospect of continuous employment and higher wages are better than for a good while. The matter of bread prices, however, has always been one which has excited a good deal of comment from consumers. It was, for many years during the time when flour was gradually dropping from the extreme prices of some ten to fifteen years ago to the miserable rates of recent years, a subject of universal remark that bread prices held at just about the same notch. We believe that for some time past, however, the trade has been subject to a good many of the competitive abuses which have affected the business of milling and that prices have been run down in many localities below an equitable basis. It is not to be expected that bakers work for the good of the public and, like millers, they will doubtless be ready to retrieve the losses or make good the small profits of the five years past. But the fact that both bread and flour are high should not be thoughtlessly laid at the door of the makers of those articles. Wheat, by a singular conjunction of circumstances promises to maintain high values the year through and when the raw material goes up the product will have to follow or there will be wholesale bankruptcy in the milling and baking ranks.

THE idea prevails that the miller at present has a pretty soft snap and that he is raking in profits ad libitum. The miller is enjoying himself just now, as a matter of fact, but mainly because, like every man since poor old Galileo, he likes to see that the world does move. The miller's world has been tediously quiescent for a good while and nobody enjoys its present activity for activity's sake more than he does. But when it comes to profits per barrel, they are far from heavy. Push flour up as steadily and as firmly as he can, it is rather more than the maker can do to keep up with the prices of wheat. The only compensating fact is that trade is active and that a good many barrels are being sold where one was sold six months or a year ago. Again there are few millers who have much faith in the stability of wheat values in their present state and the danger of buying it above what its actual flouring value may prove to be is such as to make very cautious work necessary. Nobody realizes more keenly than the miller that just now the wheat buying world neither knows what it has got nor what it wants. All these things add many difficulties to the business of flouring, and there is no man more thoroughly on the qui vive for future developments or more anxiously observant of the world's final harvest figures than is the miller to-day.



The high price of wheat has made things lively in this market and agents one way and another have been able to place considerable flour and the sales were made at the advanced prices. Prices have been continually going up, and now buyers are beginning to think that the future means higher values than have prevailed in the past. Sales of spring patents have been made up to \$6.60 and but very few choice Minneapolis brands can now be bought below \$6.50. The fact that wheat was cornered in Chicago and run up to so high a price, made some buyers believe that this had some effect on wheat at the milling points, and they look for some reaction. As a rule, however, buyers believe in the high basis prevailing and are operating ahead so as to be able to take advantage of any further advance. It is amusing to an outsider now and also to an agent, to see them taking in flour at \$6.50 where a short time ago any thought of \$6 flour was enough to make them hold up their hands in holy horror. The boys have been waiting for a scramble, and now they have got it, although as a rule it is an orderly one, as the high basis of values pleases buyers as well as every one else. Buyers do not object to paying high prices. What they object to is having to pay heavily for the goods, and then have the market go back on them. From the present outlook they feel that it is safe to buy, or rather very unsafe not to buy, consequently they are meeting the market quite freely. Another thing that makes the situation look better is that jobbers have got through trying to undersell the mills. For some time past they have had cheap flour on hand, and as they did not look for the boom to last, they have been distributing it at lower prices in many cases than they could replace it for. This has had a depressing effect on business in general, and has not awakened retailers to the situation. The fact that they have now put up their prices to correspond with mill figures, has brought small buyers out with a jump, and instead of all holding back as heretofore, they are now all anxious to get some flour before it gets any higher. As a rule the New England trade have been operating on small stocks, so if they all fill up, it will take a large amount to go around. On 'change the situation is very steady, and a fair amount of activity is noticeable. Wheat being so excited of late, has kept both buyer and seller watching the boards, and during the last week it has been no uncommon thing for agents to change their prices several times during the day and always toward higher figures. This has done much toward bringing buyers to terms, as they found that it was not safe to be at all dilatory in taking the flour when it was first offered to them.

Boston, Sept. 29. BUNKER.

MORE FROM LONDON.

(Special Correspondence.)

The weather has continued extremely favorable for the late harvest, and its effect upon the wheat trade has been very great. Nobody is disposed to buy, and farmers, finding the recent advance slipping away from them, are beginning to press their wheat on millers who can now buy fairly good samples of white wheat at 33@34s and red at 30@32s per 504 lbs. Compared with Australian at 39s per 480 lbs, Californian at 39s 6d per 500 lbs, and Indian wheats at 33@38s, these prices for English are low, and will explain why the demand for the latter has fallen off. The yield of the English crop is also undoubtedly proving to be larger than was expected, although the quality is quite inferior to last year's. Many letters have this week been published by parties claim-

ing to have traveled over the whole country and examined the crops throughout, and some of them state that the yield, taking into account the increased acreage, is quite as large as last year, viz, 76,000,000 bus. Others, however, maintain that the deficit compared with last year, is at least 20 per cent, considering the defective quality and weight, which, in fact, are indisputably inferior. The probability is that the crop will turn out to be 65,000,000 bus, but the quantity available for consumption will certainly not exceed 56,000,000 bus, leaving 148,000,000 bus to be supplied from abroad. This is a very different tale from that told by the London Times on Aug. 15, which I notice has been copied by all the American journals as a matter of weight. The truth is that we here attached very little weight to the Times' estimate, which made the quantity available for consumption only 40,000,000 bus. Coinciding with a reported improvement in the French crop, which, as I told you last week, is now estimated at 269,160,000 to 283,300,000 bus instead of 212,500,000 to 260,830,000 bus, which was the previous general estimate, this improvement in the English crop, although it is doubtless exaggerated, has had a very depressing effect on values, which, from the highest point of two to three weeks ago have dropped 2s 6d to 3s per qr for foreign wheats, and as much as 3s to 5s for new English wheat. I am inclined to think, however, that the decline has almost reached its limit and, as soon as the hard up farmers in France and England have supplied their pressing pecuniary wants, a recovery will set in. All the more so as the persistent reports of serious damage to the American spring wheat crop are beginning to be believed. As a matter of fact, there is no pressure to sell on the part of holders of foreign wheat and the slightest return of buyers would be the signal for an advance. In this connection it may be noted that freights alone have improved 2s 6d per qr all round, which must be added to the cost of wheat delivered here. Moreover it is a fact that our stocks are being rapidly drawn upon, owing to the small deliveries of farmers, which, during the past seven weeks, have been nearly 4,000,000 bus less than in the corresponding period of last year, thus necessitating an extra consumption of foreign wheat. The quantity afloat for the United Kingdom has, however, increased 2,500,000 bus during this period, and for the continent is also much larger, the total for both destinations being now 24,500,000 bus, against 17,150,000 bus last year. This comparatively large quantity will exercise a check on any exaggerated advance, but it is evident that as the season progresses the comparative deficiency in the European crops, compared with last year, will make itself felt, and all the sooner if America maintains its present independent position.

Flour on the spot here is slow to sell, and for forward delivery is held too high for business. Pillsbury's straights ex ship are quoted at 23s 6d@24s per 280 lbs and Sterlings at 25s@25s 6d.

London, Sept. 24. PANIS.

Ocean Tonnage Rates.

In a late article dealing with the ocean tonnage question the *Bulletin* of New York quotes the following figures showing the difference in steamer rates on grain and flour between April last and the present time:

	April 20.		Sept. 27.	
	Grain.	Flour.	Grain.	Flour.
Liverpool	2.6	4d	13.9	15 1/4d
London	3.9	15 1/4d	20.0	4d
Glasgow	2.6	4d	17.6	16d
Bristol	7.2	7.6	16d	22.6
Leith	7.1	10.0	16d	22.6
Hull	12.6	15 1/4d	17.6	17.6
Newcastle	12.6	15 1/4d	17.6	17.6
Antwerp	9 1/2	10.0	14 1/4d	17.6
Hamburg	14.0	19.0	19.0	19.0
Bremen	40.	40.	40.	40.
Copenhagen	1s 6d	5s	5s	5s
Marseilles	11s	9s 6d	9s 6d	9s 6d

*Nominal. †Asked. ‡Store.

These quotations are per ton and show a gain on flour of 11s 3d to Liverpool and 16s 3d to London.

One of the oldest shipowners and agents in the trade says in relation to the present situation: "The current

rates are only a fair return upon the investment in vessels. Some have an idea that the advance in freights since April has been caused by speculators chartering vessels to arrive. I have little sympathy with that idea. Trade, whether in freights or anything else, is always regulated by supply and demand. Tonnage is very scarce at Atlantic ports, and has been so for some time, because more tonnage has gone to foreign trades than ever before—that is, our rates were so depressed for such a long period that vessels have entered trades in which the United States is not a party. Then, again, there has been a great demand for coal tonnage for the Pacific, and also a good demand for long voyage trades, especially for case oil and for general cargo for Australia. In this way a great deal of tonnage has been taken out. The improvement has also been brought about from the very fact that tonnage is being reduced. More vessels are being lost or turned into coal barges than are being built. Another influence that reduces the supply is that a great deal of tonnage is bound up at Australia on account of the strike at the mines, which renders it impossible for the vessels to obtain any return cargo other than purchased ballast."

LIVERPOOL.

(Special Correspondence.)

The decline reported in our last letter has made further progress during the past sennight, and No. 1 Californian wheat is quoted to-day at 7s 8 1/2d@7s 9d per 100 lbs, delivery from October to December, which is a depreciation of about 2s 6d@3s per qr. This is of course, dry old wheat. New English wheat has had an enormous fall in value, representing no less than 7s 6d per qr in a fortnight, viz, September from 40s to 32s 6d for white and from 37s 6d to 30s for red wheat. It must, however, be pointed out that a very considerable proportion of this fearful decline must be attributed to the damp condition and inferior breadmaking quality of the new English wheat. Still, the effect of this decline, on the market in general, has been to bring about an almost panicky feeling, and both wheat and flour are almost unsalable at the moment.

The weather continues to be most favorable for gathering the harvest, and another ten days will see the cereal crops of this country secured under excellent conditions.

There has been utter stagnation in the flour trade this week, and in the absence of any demand whatever, prices must be considered quite nominal, while to effect sales probably a very large reduction would have to be submitted to. At the same time it must be admitted that there is no pressure to sell, and that stocks of foreign flour here are very light indeed. We quote to-day Minnesota first patents, 33s 6d@34s; second patents, 32s; first bakers, 27s@27s 6d; second bakers, 25s@25s 6d; low grades, 15s; winter patents, 32s 6d@33s; extra fancy, 30s 6d; Hungarian finest, 35s@35 6d. Our local millers reduced their prices 1s per sack of 280 lbs, this being quite 2s from the top.

This afternoon the tendency of the market is slightly firmer, and Californian wheat is held for 1s over yesterday's depressed values.

KRUGER, DARSIE & Co.

Liverpool, Sept. 22.

Indian wheat, says an exchange, is coarse and gritty, the kernels not being dissimilar to rice. When made into flour it has a yellow appearance, resembling cornmeal more than flour that American wheat makes. Flour made from it has only about 70 per cent of the nutrition of that from either the American or Russian wheat, and is consequently mixed with one or the other of these and used by the poorer classes. The flour thus made is about \$1 per bbl cheaper in England than the straight American.

Receipts of produce at Seatt'e, Wash. Ty., for the week ended Sept. 22, included 6,044 sacks of flour, and 444 sacks of millstuffs.

WHEAT CONDITIONS.

Progress of Seeding, Milling Situation, Corn and Oats.

The first week of October shows no general regularity so far as regards the conditions of seeding the next winter crop. Broadly speaking I find that we are a great deal better off than we were at this date in 1888. Then practically no progress had been made. But to-day every state in the winter wheat belt has more or less of its crop in the ground and growing. There is, however, a very general want of rain all over the northwest and southwest. Kansas, Tennessee and Kentucky, southern Indiana and Illinois have had sufficient, though not abundant, rains. Nothing as yet can be said with regard to the acreage going out.

Ohio millers report good milling wheat scarce and hard to buy even at \$1 per bu. A large proportion of the farmers sold at 90c, and those who have wheat left will not sell until spring. In central and southern Ohio not over half the seeding is done. Eastern and northern parts have had frequent rains.

Indiana complains of drouth and that the wheat now just coming out of the ground needs rain badly. At many interior points in the state receipts are not one-third what they were at this date last season, though an increase is looked for after seeding is over. The large mills are generally well stocked with moderately cheap wheat and so far have been running on full time. There is no desire manifested to force the products on the market.

Millers in southwestern Missouri report two-thirds of the wheat marketed. Very little of the crop has gone east. Millers in northeastern Missouri think the local mills will need all the wheat that is left. Northeastern Kansas says there will be an unusually large acreage of wheat this fall if they get rain promptly.

Southern Illinois reports farmers all very busy seeding wheat, the ground being in splendid condition. They are selling slowly, on account of the market steadily advancing. Demand for flour is good. Stocks of wheat held by millers as a rule have not been as small for many years at this date as now. Another report covering the very best wheat counties in central and southern Illinois is to the effect that receipts are very light, owing to the rush in seeding. Some fields are up and growing, but the great bulk is just being planted. The acreage promises to be fully up to an average.

Michigan millers report an excellent demand for all their choice wheat and think that they will not have any surplus. There is no rush to sell. The acreage promises to be fully up to former years, and if the weather should continue good the present week the seeding will all be finished.

Texas reports seeding now in full blast, and that the acreage will be larger than last year. Most of the grain is already out of the country and mills are paying over \$1 per bu now for wheat, which continues to be shipped in from Kansas.

Ontario millers who can get wheat are all busy. The water mills are generally standing idle for the want of water. Wheat is moving at \$1@1.03. The demand for flour is far ahead of the capacity of mills to supply. The area of winter wheat seeded this fall in Ontario will be greater than for a number of seasons. It is going into the ground in excellent condition.

The gathering of the corn crop has already begun, and the yields so far have fully borne out all statements made with regard to the prospective outcome. The late frosts did not injure the crop anywhere in the surplus states. Everything points to an unusually large cribbing season, particularly in Kansas and Iowa.

The oat crop has been fairly threshed out, the weather for the last three weeks having been very favorable for the work. Country elevators have filled up very largely with oats.

S. THORNTON K. PRIME.

John Nading, a wealthy grain dealer of Shelbyville, Ind., died Sept. 27

RAILROADS AND SHIPPING.

A fast mail train is to be put on between Chicago and New York, which will make the trip in twenty-seven hours.

G. L. Foster has been appointed traveling freight agent of the Central Iowa railway, with headquarters at Marshalltown.

A Franco-Russian company has been formed to unite the Black sea and Caspian sea by a canal. Forty million roubles will be required.

The strike of telegraph operators and clerks has become general throughout France. Business is seriously hampered and the mails are overloaded with correspondence.

The Manitobans are quite as greatly exercised over the prospect of cheaper freights to the Pacific as with the prospect of cheaper rates on their surplus grain to the east.

The new "North Wind," which left Superior recently for Buffalo, had on board the first flour cargo ever shipped from that port, and which was brought in by the new Eastern line.

There are now about 42 ships loading or about to load wheat at San Francisco for Europe. These, with others now loading at Portland, Ore., will take out some 5,000,000 bus of wheat.

The Russian government has granted a subsidy of \$65,000 annually to a private firm to run a line of steamers between Russian Pacific ports and Corea, Japan and China. In the event of war the steamers are to be placed at the disposal of the government.

There are 800,000 freight cars on the various railroad lines in this country, of which 60,000 are the property of the Pennsylvania road. They range in value from \$300, the cost of constructing a flat car, to \$1,500, the amount expended in building the average refrigerator car.

The Nickel-Plate and the Western New York and Pennsylvania roads have issued a joint tariff on classes of freight in which the rate on grain and all articles taking grain rates are quoted at 12½c to Olean, N. Y., and common points, or 2½c less than the rate via competing lines.

All the lines in the central traffic association have agreed to advance rates on fourth, fifth and sixth classes on Oct. 8 to the tariff of March 5, 1888, or to a basis of 25c for grain to New York. The Pennsylvania, however, reserves the right to quote old rates if any other line refuses to advance rates.

Because of a raise in through freight rates on the Canadian Pacific road the Sarnia line steamers and the Northern Pacific are handling a large amount of bonded freight for British Columbia. It is thought that nearly all this freight, which constitutes a large west bound business, will go through Duluth hereafter.

The insurance companies have given notice of their intention to bring suit against Robert Mills & Co., of Buffalo, owners of the propeller Robert Mills, for the full value of the hull and cargo of the schooner Willie Keller, which was sunk off Port Au Sable during a fog on July 15, by collision with the Mills. The Keller's cargo consisted of 18,000 bus of corn, and her hull was valued at \$5,000.

The Trimmers' union at Chicago has boycotted the Lackawanna line for employing colored trimmers. The Uranus, Coffinberry and Planet, were on Sept. 25 trimmed by the colored gang at \$1 per thousand, which is a cut of 50 cents on the union rates. The trimming of all the other big line boats has heretofore been given to union men, but there is danger that the example set by the Lackawanna may break the ice and lead to a fight.

A well known New York commission firm is quoted as saying in a recent letter: "We think, for the next two or three weeks, that the ocean steamers arriving here will have to depend altogether on corn for exports, as the difference in the wheat markets of America and Europe is such that freights would have to decline to en-

able the Americans to meet the foreign markets, while with corn the markets are almost on a parity, and any decline would have a tendency to increase the demand."

A letter from Chairman Cooley, of the inter-state commerce commission, to the central traffic association, urges managers "not to overlook the necessity of continuing their efforts in the direction of the uniform classification of freight," and states that "such classification must be brought about before the lapse of a great length of time," and expresses a belief that if the railroads themselves do not agree upon some plan of action their interests will be injured by sudden and forced action by law. Judge Cooley writes in the same vein to the southwestern freight association.

The long existing freight difficulties between the roads running between Chicago and Minneapolis were practically overcome at meetings held last week. The bone of contention was the milling in transit rate, on which the Chicago, Milwaukee & St. Paul road was at variance with the other lines. At a full meeting of these lines at the office of Chairman Faithorn, of the northwestern division of the western freight association, in Chicago, Sept. 27, the St. Paul road receded from its stand on transit rates, and an agreement for a restoration of rates to the normal basis was entered into. The agreement provides that, taking effect Oct. 10, all rates shall be restored to the basis of 60c for first-class freight from Minneapolis to Chicago, and that a proportionate advance in the through rate from Minneapolis to seaboard points shall be made on that date. The present rate on first-class freight is 40c per 100 pounds. The agreement is made as strong as possible, with a view to securing stability in rates.

A Novel Grain Carrier.

A man in Duluth has an invention which he thinks will cheapen by half the cost of transporting grain and lumber from the northwest to Europe, says the New York Sun. His plan is to make cigar-shaped cylinders of steel, which are to be loaded in Duluth with grain, sealed up, taken in tow through the lakes to Buffalo, through the Erie canal to Albany, down the Hudson, and over to Liverpool, without once breaking bulk. One of these shells is now on the stocks at Duluth, and it will be sent to Liverpool as soon as it is tested and the necessary contracts for towing are made. It is likely, though, that more than one shell will be built before an experimental trip across the ocean is made, as it would not be a complete experiment nor would it pay to take over only one shell.

The shells are made as large as the locks of the Erie canal will permit. That is the limit to the size of any vessel bound from Duluth to New York. They are made of steel plates riveted to each other like boiler plates. Inside there is a sheathing to prevent the water from getting into the wheat. That is all there is to the interior. Outside there is a railing around the hatch, and a place for a man to stand and steer. The steering apparatus is detachable. The intention is to have a steersman on each shell while going through the Erie canal and other canals on the way from Duluth to New York, but at New York to lash the shells together and tow them across to Liverpool, taking the quietest time of the year to go, and the easiest routes, without an effort to make any quicker transit than a sailing vessel would, though in time improvement might come that would allow quicker transportation.

The saving would be in elevator charges, in the cost of loading and unloading at Buffalo and New York, and in the reduced cost of towing, as it would be cheaper to tow the shells over than to load the wheat on a steamer and take it across. The grain comes by rail from the wheat fields of Minnesota, Dakota and Manitoba to Duluth, where it is put in the grain elevators until ready for shipment. At present it is taken from there through the

lakes to Buffalo, elevated again, put in canal boats, taken to New York, again elevated, put into a steamer and sent to Liverpool.

The main trouble will be in keeping the tow together in the ocean. The waves may break the tow lines or a storm may arise and swamp everything. The towing steamer may have to part with the shells to save itself, but they would float, and though the chance of picking them up after they were once cut loose would be small, there would be a possibility of it.

If this invention turns out well it will cut the cost of transporting wheat from Duluth to Liverpool 5@12c per bu. The saving by not having to break bulk at Buffalo would alone amount to 3@5c per bu, and if the New York to Liverpool part of the experiment is a failure, there remains a large probability of cutting the wheat rate between Duluth and New York while navigation on the Erie canal is open.

If this plan is successful, the lake schooners which are now making enough profit in three good years to pay for themselves, will have to come down in their rates, and the railroads running to Duluth will be banned, while the all rail freight routes will suffer most. There is a fight between Duluth and Chicago now for the wheat of the northwest. Duluth has the advantage of shorter distances of railroad transportation from the wheat fields, while Chicago has the larger capital and the older business. Duluth has large ore shipments in addition to the grain, and, though the ore is not shipped to Europe, a cheap rate of transportation would enable the ore companies to send it to New York. It already goes to Cleveland. On the return the shells might be used to take coal to the northwest. Most of the coal consumed in the northwest comes from Buffalo, the freight west being coal, and east grain and ore.

Recent advances in flour, resulting from wheat being much higher, have caused bakers to complain of their profits having been swallowed up, and that there is no longer a living margin in the business. A few months since the Minneapolis bakers formed an association for the control of prices, etc., and the members are debating the question of raising the wholesale price from 4c per loaf to 4½c. This would cause it to be sold at retail for 6c, whereas the price is now 5c. Some of the bakers have already reduced the weight of their loaves a trifle, in order to meet the additional cost of flour, and may do so to a larger extent if they gain no relief by an advance in the price of bread. The association would like to see a city ordinance passed establishing a uniform weight for bread, and some agitation is going on with that object in view. Chicago bakers complain of their business being affected in a similar manner as in Minneapolis and have advanced the price of bread to 6c per loaf at retail. D. F. Bremner, a baker of that city, sums up the situation there in this way: "Within the last six weeks there has been a bona fide advance on flour from \$1 to \$1.50 per barrel, and it is my opinion that the highest figures have not yet been reached. And yet this increase in price is not enough to justify bakers in advancing the price of bread at present. The price of flour must be raised or lowered \$2.50 a barrel to warrant an increase or decrease of 1c on the price of a loaf of bread. The average loaf of to-day is made up of eighteen ounces, although sixteen ounces is the legal weight. Now, if the advance in flour continues, we must either scale our bread down or add slightly to the present weight and charge an extra cent a loaf, thus making a compromise with the currency. The time is near at hand when Eureka, Vienna, and cream bread, the better grades, will sell at 6c per loaf of eighteen ounces to the trade and 7c to the consumer."

Williams, Black & Co., heavy dealers on the New York produce exchange, were caught short on wheat in western markets and forced to suspend Sept. 28, though resuming the next day.

OUR DUST COLLECTOR.

The territorial statistician estimates the wheat yield of Dakota at 33,000,000 bus against 52,000,000 last year.

Albert Allen, vice president of the Schumacher Milling Co., at Akron, O., died Sept. 25 at the age of 60 years.

The mill of J. D. Greene at Lake Benton, Minn., has commenced its fall business, though not running full time.

D. W. White, dealer in grain at St. Paris, O., has made an assignment to A. L. Harmon. He has been in business 16 years.

Baerger & Radmacher, a Milwaukee commission firm, recently suspended as a result of being caught on the wrong side of the market.

Reports from England say that the few samples of new wheat that have come to market are of poor quality and in some cases quite unfit for milling.

Wheat receipts at Chicago from Jan. 1 up to Sept. 22 were 9,431,459 bus, as compared with 22,337,200 bus for the same time last year. Of corn 43,954,284 bus have been received, as against 35,098,217 bus since Jan. 1 last year.

In a case involving the attempt of a loser in a grain speculation to repudiate his orders, Judge Oliver Wendell Holmes, Jr., of the supreme court of Suffolk county, Mass., has decided that the reselling of property before the day of delivery contracted by the original purchaser is not prohibited by law and that the speculation was a legitimate transaction.

Col. C. A. Fuller has been ordered by the war department to commence the work of re-uilding the third dam at Appleton, Wis. It will be upward of 400 feet long, about six feet high, and will be located about 100 feet below the old dam. It will be a crib dam, loaded with stone, thoroughly sheeted, and fitted with sluice-gates, each twenty feet wide at the east end.

The Armada mill at Toledo, O., owned and operated by Frank N. Quale, was burned at 4 o'clock a. m., Sept. 30, together with two dwelling houses. The loss is estimated at \$100,000, with \$60,000 insurance. The mill which was a five story frame building, was quite an old one; but it is said to have been crowded with orders and was running full time when the fire occurred. Friction is supposed to have caused the fire.

Sioux City's corn palace, which was opened Sept. 24, is described as a much more substantial structure than that of 1887. It occupies an entire quarter block and is 150 feet square. The main tower is 110 feet high and 24 feet in diameter. Both exterior and interior are covered with corn, wheat and other grains and grasses, both head and stalks being used and the whole arranged in a great variety of designs which are said to be wonderfully pleasing.

A. H. Bliss & Co., as a result of the feeling engendered at Chicago by the September corner in wheat, have withdrawn their patronage of \$60,000 from the Corn Exchange bank, of which "Old Hutch" is the heaviest stockholder. Chas. L. Hutchinson, son of "Old Hutch," and president of the bank, as he also is of the board of trade, asked the senior member of the firm his reason for withdrawing the account and there was some pretty plain talk indulged in about the corner.

Says *Daily Business*, of Chicago: The "omnibus" bucket-shop case has been appealed to the supreme court of the state and will probably be reached at the January term. The local status of the bucket-shop fight has not been changed by the appellate court decision, such decision only governing in the particular case adjudicated. The judges of the lower courts may, if they choose, put themselves in harmony with the appellate court in other cases involving the same points, but they are not compelled to. The authorities of the board may or may not attempt to have the cases pending in the lower courts of Cook county disposed of pending the decision of the supreme court. The matter is under consideration.



MINNEAPOLIS, Oct. 3.

The output of flour was very heavy last week, being 10,000 bbls in excess of the week before. The twenty-one mills ground a total of 178,100 bbls—averaging 29,683 bbls daily—against 168,770 bbls the preceding week, and 138,150 bbls for the corresponding time in 1887. There were twenty mills running to-day, one of 1,500 bbls capacity having stopped, though intending to start again to-morrow. They are all making as much flour as possible, but the use of a considerable quantity of new wheat does not enable them to produce as large a quantity of flour as at other times. The new grain is hard and brittle and has to be handled with care. The current week's production will probably not be greatly below that of last week. It is claimed that freight rates on wheat and its products between here and Milwaukee and Chicago are to be advanced on the 10th inst to 12c per hundred, but shippers seem skeptical about its really being done. Should the advance take place, the millers will still be able to ship by the Lake Superior routes at old figures. Transit can also be used over the northwestern lines, by which a rate of 8½ to 9c could be secured, despite the advance. The flour market has been booming for several days past, and notwithstanding that flour was almost daily marked up, eastern traders snapped it up without ceremony. This in the main relates to patent, bakers' being rather difficult to dispose of. One of the heaviest advances was made this morning, when patents were put up 45c, being now quoted at \$7.35 in Boston. There is more inquiry from abroad, but the foreign offers are entirely too low for millers to accept freely. To-day 40s, c. i. f. London were asked for patents, and 29s for bakers'. The direct exports of flour last week were 45,800 bbls, against 58,100 the previous week.

W. W. Engle, of Engle & Co., the Austin millers, was in the city Friday. London sixty day exchange was today quoted at \$4.81½ per pound sterling.

The Standard has been idle since Saturday night, but will be started to-morrow.

At the annual sale of sample tables on 'change, \$1,540 was realized from the 28 tables.

The monthly meeting of the Operative Millers' Association will be held next Sunday.

A. V. Martin, did jury service last week, and Capt. Holmes is doing likewise this week.

E. G. Chapman, office man for the Sidle, Fletcher & Holmes Co., is away on a two weeks' vacation.

Quite a difference is made in the cable bills of the mills by the recent advance from 12c to 31c per word.

Fred K. McKeen, formerly with the Link Belt Machinery Co., was married yesterday to Miss Becca A. Littlefield.

N. H. Wolfe, of N. H. Wolfe & Co., commission, flour and grain dealers of New York, visited Minneapolis last week.

Michael Doran, the St. Paul politician, is said to have made \$150,000 by being on the right side of the September corner.

C. M. Giddings, of the Sioux City Machine Works, Sioux City, Ia., was in the city this week in the interest of his company.

For the week ending yesterday, there were inspected in this market 266 cars No. 1 hard; 422 No. 1 northern;

120 No. 2 northern; 30 No. 3; 50 rejected; and 71 no grade. Total number cars, 959.

Elmer Udell, lately in the Standard, has gone to Wells, Minn., to take charge of a mill. Chas. Dawson takes his place at the Standard.

W. O. Bolton, who has been working temporarily in the Galaxy, this week leaves for a place 250 miles west of Winnipeg in the Northwest Territory, and will run a mill there.

The Crown Roller broke one of its water wheels Monday night, and the engine had to be started up to run while a new wheel is being put in, which will take about two weeks.

F. E. Near, who has been representing the Bradford Mill Co., of Cincinnati, in Minneapolis for several weeks, has placed one of his company's reels in the Columbia mill, and Head Miller Zimmerman is much pleased with its work.

The receipts and shipments of wheat, flour and millstuff by Minneapolis for September, as compared with last year, are shown below:

	Receipts.		Shipments.	
	1888.	1887.	1888.	1887.
Wheat, bus.	4,342,260	5,618,480	998,070	992,320
Flour, bbls	5,160	1,375	693,531	595,358
Millstuff, tons ..	589	407	18,767	18,875

Mrs. Helen A. Bowles, of Buffalo, N. Y., who has a farm near Tower City, Da., made \$1,000 at the chamber of commerce, Saturday, by buying 20,000 bus of wheat just before the market took a leap upward. If she had lost \$1,000, there would probably have been less said about the transaction.

Alvin Roundy, who has had charge of the packing at the Washburn Band C for many years, and latterly at all three of the Washburn mills, lately gave up that position, and H. O. B. Harding, the shipping clerk, is now looking after the duties of the place. Ed Ellis, Ed Hutchins and Frank Bowers remain as foremen respectively at the A, C and B.

Although it has been over fourteen months since the St. Anthony elevator was burned, the fire is not yet totally extinguished. Whenever there is a high wind smoke can be seen issuing from the heap of burned wheat, and the disagreeable smell of the roasted staple is a constant reminder to those who live in the immediate locality of the big fire of July, 1887.

The only new development in the Union elevator wheat stealing case has been the taking out by the Union Elevator Co. of a writ of attachment for \$25,000 to be filed on property of Harry Holcomb, the absent ex-foreman of the elevator. In this writ he is charged with appropriating 28,000 bus of wheat to his own use. Some entertain the opinion that Holcomb is on the other side of the Canadian line.

The receipts of wheat and shipments of flour and millstuff from Minneapolis by the various roads for the week ending Saturday were as follows:

	Received Wheat, bus.	Flour, bbls.	Millstuff, tons.
Milwaukee	487,760	30,560	536
Omaha	142,240	15,909	2,490
St. Louis	29,120	900	41
Wisconsin Central	—	625	28
Manitoba	466,640	16,750	24
St. P. & Duluth	1,120	27,125	447
Northern Pacific	106,960	—	91
Kansas City	2,240	24,442	156
C. B. & N.	—	47,125	1,600
Soo	39,200	41,026	386
East Minnesota	—	3,625	—
Totals	1,225,280	202,087	5,799

The tax case of the state vs the Minneapolis & Northern Elevator Co. to recover the tax on \$25,000 worth of wheat, came up in the district court Saturday. The defendant's attorney moved for dismissal on the ground that the company did not own the wheat in question, but that it was sim-

ply consigned to it for keeping. The court granted the motion on that ground. A number of similar actions commenced will be dismissed on the strength of this.

Transit of the Milwaukee and Omaha roads is now quoted at 8½ to 9c per hundred pounds. A million and a half pounds were bought by a party yesterday at 8½c. Under the new deal with the other northwestern roads, this transit is good on all the lines. On this point the Market Record says:

There is enough grain and flour transit sold and in the hands of Minneapolis shippers to carry out from half to three-quarters of a million barrels of flour. The bulk of the wheat is now arriving over transit roads. So that with that transit on hand and the new accretions daily added, there will be enough of it to cover about what flour and wheat millers and grain shippers may desire to send to interior points, and leave the eastern and foreign business to go by the cheaper northern routes.

Otto Troost, Jr., agent for the patent saw which the MILLER has heretofore mentioned, was in the city Monday, having just returned from St. Cloud and Little Falls, where he sold a considerable number of the saws. The Montague-Woodruff Saw Co. has been formed for the handling of the saw, and patents have been applied for in England and other foreign countries. G. Montague, of Chicago, and Otto Troost, Sr., of Minnesota City, are incorporators of the company. Mr. Troost, Jr., states that the interior of the Tileston mill at St. Cloud is nearly completed, all the machinery being located and the spouting almost finished. Considerable work, however, is yet to be done on the race-way, and two weeks or longer will be required to get the mill in shape for operation.

Among the visitors on 'change the past week were:

- C. F. Young, Lake City, Minn.; E. T. Kingman, Hillsboro, Da.; S. B. Stevens, Red Wing, Minn.; B. B. Sheffield, Faribault, Minn.; S. A. Dalrymple, Dakota; H. P. Cargill, Chicago; T. J. Sanford, New York; E. S. Tyler, Fargo, Da.; G. N. Lyman, Jr., Milwaukee; A. Knoblauch, Carver, Minn.; S. W. Pierce, Chicago; C. Foss, Lake Preston, Da.; G. M. Eschenberry, Chicago; M. T. Andrews, Dwight, Da.; M. Campbell, and S. W. Turner, Elk River, Minn.; Geo. Tileston, Faribault; H. A. Snyder, Philadelphia; L. G. Greene, Hudson, Wis.; E. D. Baldwin, Detroit, Minn.; C. Burkhardt, Bruckhardt, Wis.; Chas. S. Seaver, Joliet, Ill.; W. R. Miller, Montgomery, Minn.; J. D. Parker, and F. P. Reynon, Fargo, Da.; L. Bunton, Ortonville, Da.; John S. Watson, Jamestown, Da.; E. P. Salmon, Beloit, Wis.; Wm. Foreman, Wabasha, Minn.; F. P. Collier, Mayville, Da.; C. F. Listman, Chicago; Frank Abbott, Milwaukee; J. H. Hiland, Fargo, Da.; C. B. Murray, Cincinnati; G. E. Putney, Royalton, Minn.; E. J. Hildreth, Stevens' Point, Wis.; J. W. Holt, Aberdeen, Da.; J. B. Johnson, Osakis, Minn.; D. E. Regan, Bath, Da.; F. H. Purdy, Foreman, Da.; L. Lemcke, St. Louis; G. W. Sheldon and H. W. Clark, New York; J. H. Morrison, Philadelphia; Frank Hall, Peoria, Ill.

Fred E. Hardenbergh, of the Crown Roller mill, has once more come out ahead in his damage suit against the Manitoba road for being ejected from a train. On Aug. 3, 1887, Mr. Hardenbergh was coming from Lake Minnetonka, and refusing to give up his ticket until provided with a seat, was put off the train between stations. He sued the Manitoba road for \$3,000 damages, and in the district court the case was taken from the jury and decided in favor of the railroad. Mr. Hardenbergh appealed to the state supreme court and obtained a decision reversing the action of the lower court and ordering a new trial. The suit was tried in the district court again last week, and the jury awarded the plaintiff \$800 damages. C. M. Hardenbergh, L. Christian, C. E. French and others have been more or less interested in the case, and the outcome so far has been quite gratifying to them. It is possible that the railroad company may yet appeal the case.

Peter Edholm, an employe of the Lowry elevator, which is used to store grain for the street car company, was instantly killed Saturday while engaged at his duties. The accident resulted from his reaching over a revolving shaft to adjust a spout, standing on a step ladder for the purpose. This was an unusual proceeding, and a companion warned him of the danger he was in at the time. Edholm seemed to pay no attention to the caution and in a moment the shaft had caught his loose blouse. His body was rapidly carried around the shaft, the feet striking the heavy timbers at each revolution, and by the time the machinery could be stopped the scene was a

most sickening one. His clothing was torn to shreds, and particles of flesh were thrown in all directions, while both legs were torn completely off just below the knees. Edholm had many times before adjusted the same spout, but in a less dangerous way, and a coroner's jury rendered a verdict that the accident was due to his own carelessness.

Jas. Cargill, the assignee of D. C. Moak & Co., has made a statement of that firm's affairs, placing the liabilities at \$27,559 and the assets at \$15,894. It is thought that the creditors will get about sixty cents on the dollar. Among the principal creditors are: C. Bassett & Co., \$1,066.30; Union Elevator Co., \$6,890; L. T. Soule Elevator Co., \$2,079; Central Elevator Co., \$366; Cargill Bros., \$1,866; C. A. Cobb & Co., \$1,922; Wheeler & Carter, \$339; G. W. VanDusen Co., \$1,134.41; Holly mill, \$129; C. N. Smith, attorney fees, \$500; F. H. Peavey & Co., \$745; Woodward & Co., \$200; D. Morrison & Co., \$258; Griffiths, Marshall & Co., \$150; Minneapolis & St. Louis Elevator Co., \$500; Bank of Commerce, \$675.12; Elevator B, \$296.14. Of the total amount of the liabilities, \$900 are personal accounts of D. C. Moak. The majority of the creditors reside in the city. The assets, with one or two exceptions, consist of small accounts with local and foreign grain dealers. The heaviest accounts are: four cars of wheat, \$2,000; Loutag & Co., Winona, \$1,372; W. G. Harley, \$706.99; warehouse at Waconia, \$900; office furniture, \$700; cash on hand with assignee, \$3,302.

Convict Labor for Jute Manufacturing.

As a solution of the problem how to employ the 400 state prison convicts at Stillwater, it has been suggested that the manufacture of binding twine and jute for bagging be engaged in. Referring to this proposition, an eastern manufacturer says:

"The putting of convict labor to manufacturing burlaps would undoubtedly involve the state in a very serious loss. It would cost, at the least calculation, a quarter of a million dollars, to put up any kind of a plant that would enable it to be run at a minimum cost, and not less than \$100,000 more to carry raw material in transit and in process of manufacture, and \$50,000 still more for manufactured goods. Or, in other words, \$400,000 must be spent before a dollar can be returned. And then the result would be extremely doubtful. Ten to twelve years since, the late David Nevins, one of the ablest manufacturers this country ever produced, embarked in this business, importing the machinery and some labor from Dundee. A two years' trial made him abandon entirely the manufacture of burlaps, he then putting his mill on 1½ lb cotton baling stuff. Several other attempts have been made with indifferent success, and I think now all are abandoned. One great difficulty in Minnesota would be the dry climate. Jute spinning depends much on a soft damp atmosphere, and it also seems necessary that the operatives must be born and bred to the business. This is one reason why Calcutta and Dundee are the only two successful places of manufacture in the world.

"The proposed pail, tub and wooden ware factory to an outsider would seem most feasible. The timber is close at hand, the labor requires but little education, and the transportation on such wares, owing to their being bulky, is very high. The trade for all these goods is near at hand, and local factories would hold a complete monopoly on that account. As to binding twine being made out of flax, that may be feasible, but I can not say. The yarn is coarse, and is, therefore, probably not affected by the climate, as fine jute yarn suitable for burlap would surely be. Another point in the making of burlap is this: The most successful mills make both the best mangled and common goods. They select the jute when opened, the best going into the fine mangles, and the poor, together with the waste from the best, going into common burlaps and coarse heavy bagging for hop sacking material.

THE MARKETS

MINNEAPOLIS, Oct. 3.

The wheat markets of the east have advanced to meet prices at the west. They have not yet made the full rise of the western markets, but the two are relatively nearer together than they were a week ago. During the time of the entire advance, foreign markets have held back, and when following have done so slowly. New York took its cue from them and Chicago did so early from both the others. "Hutch" and his following in Chicago conceived the idea, apparently, that if Minnesota prices had a good foundation, then all east of it were too low. That does not seem to be a remarkably difficult idea to develop, and yet it appears to have been beyond the ken of the crowd of Chicago speculators who walked confidently into Hutchinson's net. A week ago the flour manufacturers of Minneapolis were paying \$1.10 for wheat to grind. The price of wheat 400 miles nearer the common points of consumption was under \$1, and speculators were going short of it at that. New York was still worse and going short of it then at less than \$1, while at the common source of supply 1,500 miles west, the price was more than 10c above them, and standing on the legitimate basis of consumptive demand. Foreign prices were still under New York.

The reason that they all made such a mistake, they are beginning to see, was that they looked at the wrong end for light. With the world's granaries overflowing, the markets go down, lacking sufficient consumptive demand. The first to drop is the consumers' end. On the other hand, a short supply is first found out at the source of it, where prices are first advanced. Speculators have been looking to the east for pointers, when they should have looked west. Much ado was made yesterday in New York because that market had touched \$1.08, when, if traders there had looked west, they would have seen that both Minneapolis and Duluth touched \$1.17. The \$1.17 was paid for wheat to turn into flour to feed those same New York traders on, after paying 65c a barrel freight to get it there. They don't get their bread from Liverpool nor from Glasgow. Yet they look to those places to get values, and with them turn to the west to buy and find the values they have got don't match the cost. They are evidently bewildered as shown by the excitement attending the result. Reports from their exchanges say they are "dazed," "wild," "stupefied," etc. Now if they had turned to the west for light they could have kept along with the procession without suffering any convulsions.

The demand for flour has been sharp all through this country, and to meet it, millers bought wheat freely paying the price it was going at. That flour goes through Chicago, New York or other eastern points to consumers. The western advances have been rank, and the eastern must come up to them or the western recede. The present unnatural conditions cannot continue, and prices must adjust themselves either by declines at the west or advances at the east—perhaps both.

Reports gathered during the week show that farmers' marketings of wheat in Minnesota and Dakota, from the new crop, have been only 40 per cent of what they had marketed at the same time a year ago. To put it in exact figures they had this year marketed, up to Oct. 1, 7,709,000 bus, against a total for the same time last year of 18,582,000 bus. The stocks of wheat in country elevators Oct. 1, 1887, amounted to 11,301,000 bus, against 2,759,000 bus Oct. 1, 1888, showing that such stocks are now less than 25 per cent as much as at the same time last year. That result has been brought about, partly through late harvest this year, but is mainly the consequence of small yield. The total stocks now in sight are 5,331,000 bus in both country and terminal elevators, against 14,991,000 bus last year. This year the

railroads are bringing wheat here nearly as fast as it is offered them, while a year ago there was so much offered at this time that they could not haul in half of it, leaving the other to accumulate until in November such accumulations had reached 21,000,000 bus.

It was the disclosing of the foregoing conditions this morning that caused an unprecedented rise to-day. The advance in wheat this morning from the close last night was about 10c in Minneapolis, Duluth and Chicago, about 8c in New York, and similar changes at other points. Toward the close there was some reaction with prices closing 1@5c below the top at different places.

*WHEAT.—The highest and lowest wheat prices on 'change during the week ending to-day, closing prices, and the prices one year ago were:

	Oct. 3.	High.	Low.	Closing.	1887.
No. 1 hard	1.25 1/2	1.11	1.25	73	
No. 1 northern	1.22 1/2	1.06 1/2	1.20	72	
No. 2 northern	1.15 1/2	1.03	1.15	68	

*These prices are for wheat on track. Wheat in store about 1c less.

In futures, October closed at \$1.24 for hard, \$1.20 for 1 northern. December closed at \$1.25 for hard and \$1.20 for 1 northern.

FLOUR.—Trade in the way of domestic distribution has been good in this market, especially the latter part of the week. An increasing inquiry is noted for flour to go abroad, and more lots are now sold than a few days earlier. Bakers' are offered relatively much cheaper than patents, and an unusually wide difference is maintained between them abroad—in some instances nearly 13s a sack of 280 lbs. The demand from the Atlantic states has grown recently. Flour dealers there were unbelievers in the legitimacy of the first advance and, excepting in a few instances, have bought moderately since, having a good deal of pressure for prompt shipment. The wheat market continues very firm here considering the unprecedented rise of the last few weeks. Flour cannot be made at prices below the late quotations of wheat and flour. There ought to be a reaction in wheat to follow former precedents, but there could hardly be much reaction in flour without an important drop in wheat that would appear to be permanent, which can hardly be with the active competition for it.

Quotations at the mills for car or round lots are: Patents, \$6.50@6.75; straights, \$5.85@6.50; first bakers', \$4.50@5.25; second bakers', \$4.75; best low grades, \$2@2.25, in bags; red dog, \$1.90 in bags.

These quotations are on flour in barrels, except as stated. The rule is to discount 25c per bbl for 280 and 140 lb cote bags, 20c for 98 lb cotton sacks, 15c for 49 lb cotton sacks, 10c for 24 1/2 lb cotton sacks, and 15c for 49 lb paper sacks. In half barrels, the extra charge is 30c per bbl.

MILLSTUFFS.—The bran market was steady with a moderate amount of stuff offered for prompt shipment at about \$11, with bidders a little under, and some millers asking more. Shorts, \$12@14.50, according to quality.

The table below gives the direct exports of flour to foreign countries from Minneapolis for a series of weeks ending on the dates given:

1888.	Bbls.	1887.	Bbls.
Sept. 29	45,800	Oct. 1	60,500
Sept. 22	58,100	Sept. 24	50,900
Sept. 15	77,780	Sept. 17	49,200
Sept. 8	43,400	Sept. 10	51,200
Sept. 1	29,200	Sept. 3	60,000
Aug. 25	46,900	Aug. 27	55,000
Aug. 18	67,900	Aug. 20	52,400
Aug. 11	75,600	Aug. 13	63,700
Aug. 4	78,900	Aug. 6	56,800
July 28	63,600	July 30	60,900
July 21	57,100	July 23	58,300
July 14	68,000	July 16	54,500
July 7	61,000	July 9	51,960
June 30	59,200	July 2	61,600

The following were the receipts at and shipments from Minneapolis for the weeks ending on the dates given:

RECEIPTS.			
	Oct. 2.	Sept. 25.	Sept. 18.
Wheat, bus.	1,388,350	1,147,410	1,009,470
Flour, bbls.	3,885	985	375
Millstuff, tons.	213	198	168
SHIPMENTS.			
	Oct. 2.	Sept. 25.	Sept. 18.
Wheat, bus.	268,050	256,500	284,430
Flour, bbls.	185,412	208,286	163,450
Millstuff, tons.	5,800	5,076	4,584

The wheat in elevators in Minneapolis, as reported by the chamber of commerce, as well as the stock at St. Paul and Duluth, is shown below:

	Oct. 1.	Sept. 24.
No. 1 hard, bus.	743,830	741,586
No. 1 northern, bus.	484,909	595,910
No. 2 northern, bus.	324,425	470,785
No. 3, bus.	35,896	171,987
Rejected, bus.	63,957	55,283
No grade, bus.	1,993	977
Special bins	649,065	36,474
Total, bus.	2,314,077	2,573,005
Amount in store same date last year	2,190,648	1,937,380

*The figures do not include a considerable quantity of wheat in private elevators and on track, nor that in mills.

ST. PAUL.		
	Oct. 3.	Sept. 26.
In elevators, bus.	85,000	25,000
Same date last year	85,000	35,000

DULUTH.		
	Oct. 1.	Sept. 17.
In store, bus.	617,995	413,717
Same date last year	921,289	734,045

Exports of flour and wheat from the United States from Sept. 1, 1888, to Sept. 21, 1888, according to the Produce Exchange Reporter, have been:

To—	Flour, bbls.	Wheat, bus.
Great Britain and Ireland	567,372	1,691,270
Continent	5,117	1,333,927
S. America, W. I., etc.	264,651	980,315
Totals	837,140	4,105,512
Corresponding time 1886-87	825,805	4,683,383

The Baltimore & Ohio is still the only line which has advanced the all-rail rate to seaboard points. The lake and rail rates were advanced 2 1/2c per hundred on Oct. 1, and are being enforced, though they will probably be reduced if the other rates are kept where they are. The northwestern roads have fixed up some kind of an arrangement for the advance of the rate between Minneapolis and Milwaukee and Chicago to 12 1/2c, but the Lake Superior routes will still be open at old figures, and transit on the former can be had so that a 8 1/2 to 9c rate can be secured in place of 12 1/2c. This advance is announced to go into effect Oct. 10, but millers and freight men seem to entertain some doubt about its being enforced. All rail and lake and rail rates are as follows (in cents per 100 lbs):

Minneapolis to	All rail.	Via Mil. Lake across and lake.	Lake rail.
Milwaukee	7 1/2	7 1/2	7 1/2
Chicago	7 1/2	7 1/2	7 1/2
Buffalo	20	18	17 1/2
Albany	27 1/2	25 1/2	25
New York	27 1/2	25 1/2	25
Philadelphia	25 1/2	23 1/2	23
Boston	32 1/2	30 1/2	30
Baltimore	32 1/2	29 1/2	22
Portland	32 1/2	30 1/2	30

Rates via Duluth and Sarnia to Boston and common points and Portland and common points via Montreal have been reduced to 30c per hundred, but those to Niagara frontier and Buffalo are unchanged. Rates via Duluth and Sarnia are (in cents per 100 lbs):

Minneapolis to	
Buffalo	17 1/2
Albany and Troy	26 1/2
New York and New York points	27 1/2
Boston and Boston points	30
Portland	30
Philadelphia	25 1/2

It is very dull in ocean business, no contracts of any consequence being taken. Though there are a few minor changes, Liverpool, London and Glasgow via Boston being a trifle lower, rates are quoted firm. Quotations on Wednesday were as follows (in cents per 100 lbs):

To—	From New York.	From Boston.	From Baltimore.	From Philadelphia.
Liverpool	19.68	16.87	—	19.69
London	22.50	21.00	22.00	—
Glasgow	19.68	15.46	21.00	—
Leith	22.50	—	—	—
Bristol	23.90	—	26.00	—
Antwerp	19.68	—	—	—
Hull	19.68	—	—	—
Newcastle	19.68	—	—	—
Dublin	26.71	—	—	—
Belfast	29.81	—	28.00	—
Dundee	30.93	—	—	—
Londonderry	30.93	—	—	—
Cork	33.75	—	—	—
Sligo	32.34	—	—	—
Rotterdam	22.50	—	29.00	—
Amsterdam	22.50	—	30.00	—
Bremen	20.00	—	—	—
Hamburg	20.00	—	—	—
Aberdeen	33.75	—	—	—

For shipments via lake and rail from Milwaukee or Chicago, add to figures in above columns, for inland rate: *Via New York or Boston, 17 1/2c. †Via Philadelphia, 15 1/2c. ‡Via Baltimore, 14 1/2c.

A number of large foreign houses doing business in New York are said to have been badly caught in the September wheat deal.

A CORRECTION OF EVIDENCE.

Mr. Bennett writes us that his statement in reference to the bogus resolution quoted in our last issue is not correct. Mr. Bennett admits that he copied the resolution as originally written by W. C. Edgar verbatim, but he couples with it the further statement that the resolution so copied was identical with that which appeared in the *American Miller*. In other words that W. C. Edgar wrote the bogus resolution himself. We have no objection to altering Mr. Bennett's evidence to this effect, if he desires it, and likes the position it leaves him in, to wit, that of having made a statement which is flatly contradicted by the sworn evidence of W. C. Edgar, A. C. Loring and John W. Heywood.

Our readers may take their choice. They can believe the evidence of Geo. S. Bennett, a stockholder in the Geo. T. Smith Co., who says (but does not make oath to his statement) that the resolution written for him by W. C. Edgar was identical with that in the *American Miller*, or they can believe the following sworn testimony, just as they please.

1. W. C. Edgar swears that the resolution he prepared and gave to Geo. S. Bennett was NOT the same as that printed as genuine in the *American Miller*.

2. A. C. Loring swears to the same effect.

3. John W. Heywood swears to the same effect.

For proof of this we refer to the sworn statements of these three persons in our last issue.

We suppose that in a court of law the sworn evidence of three witnesses is worth more than the simple statement of one person who is an interested party.

The Glasgow Market.

[Special cablegram to the NORTHWESTERN MILLER from F. & J. Cassels, flour importers.]

GLASGOW, Oct. 3.—The market is very active with all grades in good demand.

Spot prices per 280 lbs, delivered terms, are: Spring—first patents, 37s; second patents, 35s; straights, 31s 6d; prime bakers', 28s; second bakers', 27s; low grades, 18s@21s. Winter—first patents, 35s; second patents, 33s; extra fancy, 31s 6d; fancy, 30s; choice, 28s; family, 26s; Canada patents, 32s.

The Liverpool Market.

[Special cablegram to the NORTHWESTERN MILLER from Kruger, Darsie & Co., commission merchants.]

LIVERPOOL, Oct. 3.—A considerable advance in price has been effected and it is thought the advance will be maintained. Flour stocks in store here are considerably reduced.

Quotations per 280 lbs delivered terms are: Minnesota first patents, 39s; second patents, 37s; first bakers', 34s; second bakers', 28s 3d; low grades, 15s; winter patents, 35s 6d; extra fancy, 32s 3d; Hungarian, finest, 37s, all delivered terms.

The London Market.

[Special cablegram to the NORTHWESTERN MILLER from Geldard, Garrett & Co., flour importers.]

LONDON, Oct. 3.—The market is very active with all grades in good demand and a considerable advance in prices has been effected.

Quotations per sack of 280 lbs delivered terms, are: Minnesota flours—patents, 36s 6d; second patents, 34s; prime bakers', 27s; second bakers', 25s 6d; low grades, 15s 6d@20s 6d. Winter—patents, 34s; extra fancy, 31s 6d. Hungarian, 36s 6d.

The visible supply of grain in the United States and Canada, and in transit by water, as compiled by the secretary of the Chicago board of trade, was as follows on the dates named:

	Sept. 29, '88.	Sept. 22, '88.	Oct. 1, '87.
Wheat	31,510,133	31,010,484	30,987,973
Corn	10,175,298	9,959,901	7,085,045
Oats	6,920,888	5,991,405	5,228,001
Rye	823,014	678,771	318,812
Barley	358,874	256,191	1,162,000

Wheat increase for the week, 499,649 bus.

Glasgow Flour and Grain Dealers and Millers.

In a lately issued work, entitled "Industries of Glasgow," and dealing with the general business interests of the city, we find considerable matter bearing upon the flour and grain importing and handling and milling trades, from which we take extracts as below:

The house of Thos. Dunlop & Sons holds an eminent and distinguished position among the representative business concerns of Glasgow. This well-known firm was founded upwards of thirty-seven years ago by Thos. Dunlop. Some years ago Mr. Dunlop admitted his two sons, Thos. and Robert J. Dunlop, as partners, and since that event the firm has traded under the style of Thos. Dunlop & Sons. The business engaged in is that of foreign grain and flour merchants, shipowners and brokers. There are few Glaswegian firms who have developed a system of undertakings in the branches of business activity referred to of greater magnitude or wider influence than that now controlled by Messrs. Dunlop, and there is no house whose conduct of such a system has manifested a stronger devotion to principles of strict honor and unflinching integrity. Dunlop & Sons own the two valuable fleets of merchant vessels comprised in the Clan line of sailing ships, and the Queen line of steamers, which rank among the most successful vessels in the British merchant marine. The firm controls a great volume of trade in the entirety of its operations, the business connections maintained extending throughout the world. It also holds the important post of agent to Lloyd's for the port of Glasgow.

Among the leading firms in the business of importing flour and grain from America and Canada, a very prominent position is occupied by Gilchrist Bros., whose business has been established about seven years. When first started it was carried on by Saunby & Gilchrist. In 1884 this partnership was dissolved, and Mr. Gilchrist admitted his brother as partner, and, in 1886, Robt. A. Gilchrist. The business is solely connected with the importation of flour from America and Canada. Messrs. Gilchrist have gained a great reputation for the superior qualities of flour they import and a very large connection has thus been gained throughout the whole of Scotland and Ireland, and in parts of England. Few firms have achieved such a great success in so short a period of time.

The well-known and influential house of Gibson & Clark was founded in Glasgow about forty-three years ago, by Robert Gibson and Geo. W. Clark. Robert Gibson retired in 1864, and the business was carried on for some time by Mr. Clark alone, the original title being, however, retained. About fifteen years ago Mr. Wilson, who had been for many years cashier to the house, became a partner; twelve years ago Mr. McDonald, who had been in the employment of the firm for upwards of thirty years, was also admitted to a partnership; and two years later D. R. Clark, Mr. Clark's son, joined the firm, the personnel of which now includes these four gentlemen, who trade under the old name of Gibson & Clark. The business is that of general corn factors, and embraces the extensive importation of all kinds of American grain, and also of barley, wheat and maize from the Black sea and elsewhere. A very large volume of trade is transacted in this way, and the house is one of the best known and most highly reputed in the Glasgow market. The firm has lately added to its extensive corn business that of shipowners, and the management of large sailing ships of the newest type is directly under the charge of David R. Clark.

The business carried on by Jas. Osborne & Co., produce brokers, is one of the most important in Glasgow. Among the leading features of the business, Osborne & Co. are agents for several of the largest American millers. The house was founded in 1867. It opened a branch establishment in New York about twelve years ago, and has also a very important depot in London, and another in Liverpool.

The business is very ably and energetically conducted, and ranks among the most noted establishments in the district.

David Black, produce broker, grain and commission merchant, has now been extensively engaged in the business since 1869. In early life he entered the employment of a very extensive firm of provision merchants in Liverpool to serve his time. He soon acquired a thorough knowledge of every detail of the business, and his principals sent him as buyer to the leading towns in Ireland. After remaining six years with his employers, he left them, and began operations on his own account, in the month of June in the foregoing year. His success in transacting business for the many shippers from America, the continent, and nearly all parts of Ireland, who have entrusted their affairs to him, is greatly attributed by Mr. Black to his intimate knowledge of every department of his trade. The house has a first-class connection among the leading merchants and provision dealers in Glasgow and the surrounding district, dealing largely in American flour among other commodities.

The firm of John Richmond & Co., grain, flour and oatmeal merchants and commission agents, was founded in 1837 by the late Jas. Ferguson and John Richmond. Mr. Ferguson retired from the business with a competency in 1851, and Mitchell Smith became a partner in 1860, the style of the firm at that date being Richmond & Co. John Richmond died in 1874; five years later Jas. Richmond, his son, entered the concern, since which no further change has been made. The firm deals in grainstuffs of every description; also in manufactured stuffs, such as pot and pearl barley, split peas and oatmeal, and are importers of American flour and Canadian oatmeal. Their business connection extends over the three kingdoms and to several of the colonies.

A recently established house in the flour and grain trade is that conducted by Geo. M. Thompson, the sole proprietor, under the style of Geo. M. Thompson & Co. This business though only founded in 1887, has nevertheless attained a recognized status in the trade. Though flour and grain stuffs are kept on hand, the speciality for which the house has made a name is flour, large quantities of which are supplied to bakers throughout Scotland and Ireland.

The old and notable house of Wm. Brock & Son, grain merchants, was founded upward of seventy years ago by Gardner & Brock, who were also, for a number of years, proprietors of the well known Anderson mill. About half a century ago Mr. Gardner retired from the firm, and the business was then carried on by Mr. Brock until his retirement in 1855. The control of the concern then became vested in his sons, William and Andrew Brock, who assumed as partner, about three years ago, George Wishart, and the present style of the house is, as specified above, Wm. Brock & Son. The business is in grain, meal and flour, all these branches being very extensively represented in the operations of the firm. Its name is well known and highly reputed throughout the country, and its direct business connections extend all over Scotland.

The firm of J. M. Waddell & Co., produce brokers, was founded in 1868, under the title of Aitken & Waddell, and upon the death of Mr. Aitken some years ago it was continued by Mr. Waddell alone. The house is extensively engaged in importing a great variety of products from abroad, a very large proportion of these coming from America, both the United States and Canada. Flour forms a very important branch of the trade, and the firm imports enormous quantities from all parts of America. The business is carried on in the most energetic manner, and the firm has attained a deservedly prominent position in the trade.

[It should be remarked that there are many other important flour and grain importing and handling houses in Glasgow of which no mention is made in this work, but which deservedly rank equally high in the trade.—Ed.]

But three mills are described, although Glasgow has quite a number. The well known Crown mill, owned by John Ure & Son, is thus referred to:

The business dates from 1817, when it was founded by John Ure. In 1847 Mr. Ure admitted his son, the present head of the firm, as a partner. The mill of this firm was erected in 1860, and is six floors high, covering an area of 1,200 square yards. Power is supplied from two large boilers to a compound engine of about 300 hp in the mill, and to a suitable engine in the grain stores. The weekly production ranges between 2,000 and 3,000 sacks. The old buhrs have been entirely superseded by the roller system, and the mill has at present 34 sets of rolls in operation, including 14 sets corrugated, 14 sets plain, and 6 sets porcelain. The firm's finest flour and baking flour are in extensive demand, while its bran and other offals are largely used in and around Glasgow for cattle feeding, and for the same purpose are also sent in large quantities to England and Ireland. The force of employes numbers 45 men, and is supplemented by a large clerical staff. Ure & Son confine their milling operations entirely to wheat grinding, and also do an extensive import trade in Hungarian flour. By the adoption of the roller process and all the latest improvements Messrs. Ure have been enabled to more than hold their own against American competition; and their success should encourage other British millers to display a similar spirit of progress and enterprise. The facilities now possessed by the Crown mill for the effectual and expeditious conduct of both the industrial and commercial portions of the business engaged in are of the most complete character. The offices have telephonic communication with all parts of the country, and transactions are entered into and completed with customers in distant parts of the United Kingdom with the utmost facility. Messrs. Ure have purchased ground at Bunhouse, upon the banks of the river Kelvin, where they are erecting another mill and stores, which will be much larger than the establishment herein noticed. The trade of the house is one of constant growth and development, and its connections take effect in all quarters of the three kingdoms.

The well known concern of Harvie & McGavin dates from 1825, when it was founded by Gardner & Brock. In 1836 it became Harvey & McGavin, under which style the business is still carried on. The mill is of considerable extent, and is run by steam. It consists of a building of six flats, each 70 ft. and there are twelve pairs of stones. This is the only mill in Glasgow for grinding oats and oatmeal. The granary consists also of six flats, 70x50 ft. A millwright's shop is attached to the premises, and also a kiln for drying the grain, chiefly oats. A large business, mostly local, is done.

The Ibrox mill, owned by Jas. Marshall, is devoted to what are known as "Marshall's preparations of wheat," this title including a variety of granulated and specially prepared products which would be called "fancy products" in America. The business is large, extending to all parts of the United Kingdom, with considerable export trade.

The failure of the harvest in Germany is attracting serious attention. There is a poor crop of both cereals and potatoes. The price of bread is rapidly rising. Since 1887 rye has advanced 48 marks and wheat 34 marks. In some districts the bakers have raised the price of bread 10 pfennigs per pound. Herr Richter, in an article in the *Liberal Zeitung*, calculates that Germany will require 13,000,000 hectolitres of grain to meet the deficiency. The people, he says, must therefore demand an immediate diminution of the duties on cereal imports. The progressists intend to actively agitate the question.

E. D. Bartlett, a grain dealer at Lanesboro, Spring Valley, Grand Meadow, Dexter and Brownsdale, Minn., has failed. The creditors are principally Chicago commission houses.

A Corner Ahead.

W. J. Harris, F. S. S., of London and Liverpool, who is well known in the British grain trade, has written a treatise on "The Wheat Crop of the World," of which *Bradstreet's* has been favored with advance sheets. After going over the points of the situation and considering the relative conditions of supply and demand, Mr. Harris concludes that there will be a large deficiency under the most favorable conditions in the season of 1888-89. He continues:

Men's minds are not prepared at present for any great rise. The last months of the year are never the period for active speculation in wheat, and statistical prophecies are, as a rule, disbelieved. When the spring comes the American ringmakers rise to the surface. They rise up, and thus far we have been thankful to see them generally fall down. We can count upon our fingers the "corners" of partial success; it would be much more difficult to count the disastrous failures. There has always thus far been a larger quantity of the article "cornered" than the operators believed possible. Any one would suppose that such constant failures would discourage the most courageous gamblers; but it is not so. Wheat is not like copper or tin. We can, for a time, do without either of the latter, and we can easily reduce consumption for a much longer period, while there is always an available supply which can be obtained at extra cost. With wheat it is altogether different. The year always increases the mouths that want food, and the quantity produced is limited to what the earth gives. A "corner" will one day be successful in wheat. The writer trusts he will not be considered unpatriotic in saying that it is likely to be accomplished in the first half of 1889.

At present we are allowing the French and Belgians to buy up nearly all the fine wheats destined for this market, and on passage to Queenstown and Falmouth for orders. There has been no adequate rise in prices, and the gravity of the circumstances is rather increasing than diminishing all the time. The advice of the free trade school to put all the land into grass and depend upon the foreigner for wheat has been in large measure accepted. The fact has been lost sight of that the foreigner has no idea of growing wheat simply because we want it. He grows it while he can make a profit, and when the profit ceases he in turn reduces his cultivation. Year by year we become more and more dependent upon him, until this disastrous season arrives and we find ourselves with a crop of 48,000,000 bus of really available wheat to provide for consumptive requirements of 208,000,000 bus. Year by year the population of Europe is increasing, and a larger proportion of that population is year by year demanding wheaten bread. A year of bad harvests comes and the supplies are inadequate. No other country is in the same dependent position as ourselves. The French have taken the wise precaution of raising the price of wheat sufficiently by import duties to encourage its cultivation at home. Directly they see that we require more than the exporting countries can supply, they will prohibit the exports from France. Germany will do the same.

This position is entirely due to a number of fanatics who have enrolled themselves under a society called the Cobden club. They have put England in this dependent position. If the emperor of Russia were to-morrow to prohibit the export of corn, with the view of exacting the utmost price later on, we should have bread at 2s a loaf, and possibly a revolution. If the American operators succeeded in cornering wheat, the result would probably be the same.

Edw. P. Allis & Co., of Milwaukee, have lately issued their 1888-9 catalogue of general mill and engine supplies, which is a fully illustrated work of some 63 pages, very neat and complete in every respect. All who desire this convenient work of reference can secure it by addressing that firm.



Charles H. Dorsey, Baltimore Agent, Corn and Flour Exchange.

The Baltimore flour market has been active, strong and higher since my last review, and, in fact, the whole week has been characterized by intense excitement. While the C. A. Gambrell Mfg. Co. advanced prices 25c all round on Tuesday last, the improvement inaugurated in springs, since a week ago, has reached the maximum of 40c per bbl. Exporters, dealers and jobbers alike seem anxious buyers at current figures, but a dearth of offerings restricts transactions. City mills again report sales of 10,000 bbls Rio extras, ranging from \$5.15 to \$5.37. The countenances of millers' agents testify to satisfactory results from recent efforts, and at this writing the entire outlook augurs prosperity for those engaged in this line of trade. Receipts of flour this week were 64,154 bbls.

The Baltimore grain pit this week has been a scene of unparalleled excitement and activity for these parts. Such animation is a revelation, indeed, to a market so ordinarily staid and conservative. Tumult, consternation and alarm have reigned supreme. The manipulation going on in Chicago has, of course, been the cause of it, but our traders, fortunately, have all come out of the fire unscathed and unhurt. December, the favorite option, has gained 4c over our last quotations. Values being above an export basis, shippers are nominally doing nothing. Millers, however, continue buying all desirable samples at current rates. Speculators are moving along cautiously, but evidently intend to raid the market at the very first opportunity. Receipts this week were 192,802 bus; stock in store 1,276,438 bus.

Exports of flour, wheat and corn from Baltimore for week ended Sept. 27 were:

Destination.	Flour, bbls.	Wheat, bus.	Corn, bus.
Liverpool	2,928	78,918	
St. John's	500		
Halifax	200		
Bremen	3		10,850
Dunkirk		78,157	
Glasgow	7,356		
Belfast			96,526
London	27,578	8,000	17,143
Coastwise	2,377		
Total	40,942	165,075	124,519
From Jan. 1, 1888	2,137,520	4,410,281	2,727,859
Same time 1887	2,495,236	9,772,703	6,211,361

We quote the range of the flour market as follows:

Ohio, Indiana and Illinois super	\$3.00@3.50
Ohio, Indiana and Illinois extra	3.75@4.50
Ohio, Indiana and Illinois family	4.65@5.25
Winter wheat patent	5.25@5.75
Minnesota patent	6.35@6.50
Spring wheat straight	5.75@6.25
Spring wheat bakers	4.50@5.25
"Patapasco Superlative" w't w't patent	6.25@
"Rolando" choice patent	6.00@
Baltimore high grade family	5.90@
Baltimore choice grade extra	5.55@
Maryland, Virginia and Pa. super	3.00@3.50
Maryland, Virginia and Pa. extra	3.75@4.50
Maryland, Virginia and Pa. family	4.65@5.25
City mills super	3.00@3.25
City mills extra	3.65@4.15
Fine flour	5.15@5.37 1/2
Rye flour	2.50@2.75
Hominy	3.25@3.50
Hominy grits	3.40@3.50
Buckwheat meal per 100 lbs, new	3.00@3.70
Cornmeal per 100 lbs	@4.00
	1.25@1.50

Closing and comparative prices of wheat were:

	Closing	Same time last year.
Wheat, No. 2 red.	12.45 call.	
Spot	98 1/2 @ 98 1/2	79 1/2 @ 79 1/2
September	98 1/2 @ 98 1/2	
October	98 1/2 @ 98 1/2	
November	98 1/2 @ 98 1/2	79 1/2 @ 79 1/2
December	102 @ 102 1/4	82 1/2 @ 83
Steamer 2 red.	@	@
Fultz	100 @ 107	78 @ 81
Longberry	101 @ 107	80 @ 84

PERSONALS.

A birdseye view of the Baltimore grain ring disclosed the following in-

teresting features during the recent activity:

George T. Gambrell, erect and handsome, surveying the field with a knock-the-chip-off-my-shoulder kind of an air.

President Henry A. Parr, on the outskirts watching for "snaps."

Charles D. Fenhagen and his noisy partner, "Billy, the Kid," busy as bees executing orders and "keeping it dark."

"General Slocum" getting in his fine work all along the line.

"Walking Hilarity" a little more sedate than usual.

"Dr." Barry, tantalizing as ever.

Commissioner Schryver, somewhat weary, but owing, no doubt, to the cares of public office, and the volume of business transacted for his firm.

"Deacon" Legg, hurling anathemas and entering trades.

Johnson Levering, actively filling orders and taking an occasional "flyer."

Frank T. Smith, exhibiting telegrams, and putting in sledgehammer arguments for the "administration."

"Elder" Michael, operating in stentorian tones.

"Aesthetic" Loney, rushing excitedly to and from the telegraph offices.

Charles D. Fisher, "seeking whom he may devour."

President Macgill, watching, with eagle eyes, the blackboard quotations.

Editor Shannon, on the qui vive for information.

"Tariff Pat" gunning for "scalps."

John L. Rodgers, full to overflowing with orders.

George H. Baer, whooping it up.

Secretary Wheatly, cool as a cucumber.

"Crier" Wroth, unable to quell the pandemonium at "calls."

"Humility" Smith, handicapped by pedal appendages.

Arthur F. Spice, making it spicy for "shorts."

"The Mascot," cracking his same old moss-covered chestnut.

Edward C. Heald, looking fierce, but in reality harmless.

"The little dickey bird," slyly shearing the "lamb."

Louis Müller, making the "shorts" tired.

Robert H. Fowler, pursuing the even tenor of his way.

"Father" Hull, unconcerned and undismayed.

John G. Harryman, keeping the "boys" in good spirits.

A. W. Reed, smiling as a basket of chips.

S. R. Corner, apparently uninterested in his Chicago namesake.

A. H. Nelker, fighting shy of the bustle.

Blanchard Randall, keeping his weather eye peeled.

A. J. Godby, securing "refusals."

Edwin Hewes, busy "charging it to Parr."

George C. Hilt, gobbling up all table grain worth having.

Walter Kirwan, full of business.

R. F. Etzler, letting the deal severely alone.

Geo. C. Gantz, trying his level best to keep cool, but making a fizzle of it.

John S. Reese, whistling to keep his courage up.

J. W. Schooley, ominously quiet.

L. P. Goldsborough, on the still hunt for orders.

C. Bosley Littig, conservative as ever.

CHARLES H. DORSEY.

Baltimore, Sept. 29.

Regarding the lately rebuilt Officer mill at Austin, Minn., the Register of that place remarks that it is ready to begin work, after considerable improvements, necessitated by reason of the dam, part of the mill and machinery being carried out last spring by ice. New bulkheads, breakwaters, ice breakers and flumes have been built, and that portion of the mill carried away rebuilt and refurbished with new rolls and machinery, Jas. Pye, of Minneapolis, having the job. A new office is being built on the north side of the mill. The damage to mill by flood and ice was about \$6,000, but now, with the expenditure of about \$4,000, it is better prepared to do a large and satisfactory business than before.



Mügel & Co., Agents for Great Britain, 25 and 28 Mark Lane, London, E. C., England.

A week of very fine weather in this country and in France has made a deep impression on men's minds and has created exaggerated ideas with regard to this year's crop, which some people now state will after all be a good one in England. This is quite absurd, but its effect has been to cause buyers to hold severely aloof, and has led needy farmers to accept almost any price offered. For instance to-day at Mark Lane new English wheat in fair condition was sold 2s to 4s per qr below the price paid a week ago. As a matter of fact, however, the only effect of this fine weather is to put the crop in better condition to be used at once, and consequently there is less immediate need of foreign. With regard to most of the new wheat offered, the quality is quite inferior, and sometimes wretchedly bad, 30s per qr being accepted in some cases. On foreign wheat on the spot the decline does not exceed 1s, and in fact anything of good quality still commands a high price. For forward delivery there have been absolutely no buyers, and No. 1 Californian for prompt shipment, which sold as high as 42s ten days ago, is to-day only worth 40s, while Australian off the coast, for which 41s 6d was bid a week ago, is to-day worth under 40s. The improvement in the American markets, which we here take to be a result of the damage done to the spring wheat crop, has so far had very little effect, the counterbalancing influences being improved crop reports in England and France. Undoubtedly the strongest element in checking any further rise has been the falling off in the French demand for wheat, consequent on the yield in the important wheat-growing districts in the north-west of France turning out better than had been anticipated, and especially owing to the condition being much improved. The preliminary official estimate of the French crop, indeed, which was only published this morning, put the total yield at 283,300,000 bus, many of the previous commercial estimates having been as low as 212,500,000 bus and few above 240,830,000 bus. This official estimate, however, was given by the minister of agriculture, at a cabinet meeting yesterday, and is probably too high, his object being to allay the demand for a reduction of the existing duty, on the ground of impending scarcity and high prices. The probability is, however, that the crop will reach 255,000,000 bus and possibly 269,100,000 bus, which is a good deal higher than was once thought, and will enable French buyers to do without any further foreign aid until spring. Already we hear of cargoes of Australian wheat on passage, bought for French account, being offered for re-sale in England. This is the weakest feature in the present situation.

My own opinion is that the present decline has been brought about by needy farmers being forced to sell, both here and in France. The previous rise having, moreover, been rather rapid, some reaction was inevitable when re-sellers began to offer. Nothing can alter the fact, however, that the European crops this year are very deficient, and that the surplus from the producing countries is not enough to cover that deficiency without drawing largely upon old stocks, which is a process inevitably attended by rising prices. I look, therefore, for a recovery pretty soon, from the present depression. I estimate the world's crop of wheat this year compared with last, as follows:

	Estimated crop, 1888, qrs.	Crop of 1887, qrs.
United Kingdom	60,000,000	75,000,000
France	240,000,000	308,000,000
U. S. America	400,000,000	440,000,000
Germany	88,000,000	102,000,000

Italy	100,000,000	116,800,000
Austria-Hungary	172,000,000	187,800,000
Russia	340,000,000	372,000,000
Spain and Portugal	104,000,000	96,000,000
Roumania	36,000,000	38,000,000
Belgium, Holland, Sweden, Norway and Denmark	32,000,000	36,000,000
India	268,400,000	232,800,000
Australasia	40,000,000	30,000,000
Turkey, Persia, Chili, Argentine Republic, Greece, Switzerland and Servia	141,600,000	148,000,000
Total	1,920,000,000	2,073,200,000

Thus there has been about 153,000,000 bus less grown than last year which no sophistry can overcome.

The flour market in London to-day was very dull and lower. Pillsbury's straights were obtainable at 24s ex-ship, and sterlings at 25s 6d.

London, Sept. 17. PARIS.

THE ELEVATORS.

The Schauk warehouse at Libertyville, Ill., was burned Sept. 29. Loss, \$4,000; insurance, \$1,800.

John Dow, a young man at work on the new elevator at St. Charles, Minn., recently fell forty feet, but was not seriously injured.

Nels Peterson, a watchman at Duluth elevator D, walked off the dock and was drowned at 3 a. m., Sept. 24. He was a somnambulist and was probably partially asleep. He leaves a destitute family.

The railroad elevator at Wabasha, Minn., was burned Sept. 27, in a fire which destroyed a number of other buildings. Loss on elevator and grain, \$50,000. The Wabasha roller mill was damaged about \$600.

Two large frame warehouses situated on the bank of the Minnesota river at Shakopee, Minn., and formerly used for storing wheat, were burned Sept. 29, together with their miscellaneous contents. They were set on fire.

The propeller T. W. Palmer and consort, D. Vance, have been bought of the Michigan Transportation Co., Detroit, by a syndicate composed of Brown & Co., and Capt. James McKenzie, Buffalo, and Benj. Birdsall, Milwaukee, for \$100,000, the seller to repair injuries to the Palmer at a cost of \$5,300.

Chas. N. Goodsell, northwestern manager of the Minneapolis & Dakota Elevator Co., has brought suit in the district court at Fergus Falls, Minn., for \$2,000 damages against the Grand hotel of that place, to recompense him for injuries which he received last June by a fall in the passenger elevator of the hotel. Mrs. Goodsell was injured at the same time, and also sues for \$2,000 damages.

The case of Anton Jansen vs the Milwaukee road was lately brought up in the Iowa courts, on complaint of discrimination in elevator business. The complainant had been running an elevator for the company and had been removed because he was objectionable to them. He then applied for permission to erect an elevator upon their grounds. This the company refused to allow and he brought the matter to the commissioners. The commissioners decide that it is a case of discrimination and hold that the common carrier is required to treat any and all parties alike. The opinion of the commission is that the company should grant the complainant the site asked for.

"A Man of Mark Lane" says of the English wheat crop: I still hold the opinion I formed after the wheat had eared; namely, that the yield will be found greater than many suppose, and that the quality will prove about up to the average. The reports of damage have been greatly exaggerated. I have seen some new wheat of fine quality, and as a rule there has not been much to find fault with as yet on that score; but it is all tender, and in some of the samples I have seen the condition was such as to render them barely marketable. It is now certain that it can not come to market in great quantity until after Christmas because the stacks will not be threshable.

THE KIND OF MILLS WE BUILD

..... ON THE

ALLIS SYSTEM.

.....

Indisputable evidence of this kind, showing that the mills built by us are PERFECT IN EVERY DETAIL, results in contracts being awarded to us WITHOUT COMPETITION for such plants as the 1,000 Barrel Sumner & Stewart Mill on Staten Island, N. Y.; the 1,500 Barrel Mill for Lake of the Woods Milling Co., Keewatin, Ont., and many others.

WE WOULD REMARK:

THESE TESTIMONIALS WILL ALL BEAR THOROUGH INVESTIGATION. READ THEM, PLEASE.

Office of GALLEGO MILLS,
RICHMOND, Va., May 17, 1888.

MESSRS. E. P. ALLIS & CO., Milwaukee, Wis.

Gentlemen: Having concluded all our experimental grindings for the purpose of testing the special guarantees embodied in your contract for building our new roller mill, we have the satisfaction of reporting to you that the tests have been satisfactory in every particular. The capacity guaranteed was 300 barrels in 24 hours, and we have easily produced 342 barrels in 24 hours, and believe the mill capable of even better work. The yield guaranteed was a barrel of flour out of four bushels and thirty pounds of wheat, and the tests have shown a yield of four bushels and twenty-six and one-half pounds, No. 2 wheat. The quality of flour was guaranteed equal to that produced by any mill in this state or Maryland, and, after a most critical comparison with the leading brands of the best winter wheat mills known to us, we are fully satisfied with the superiority of our product, and, at the same time, our percentages are most gratifying. The arrangement of your machines and the general convenience and completeness of your plan and system are all that could be desired. The fact that the new roller mill was constructed within the walls of our present mill building—a buhr stone mill of 1,000 barrels daily capacity—without displacing or disturbing a single piece of machinery in it, was not only a novel feature of mill engineering, but bears high testimony to the skill of your famous engineer and architect, W. D. Gray. The character of workmanship, permit us to add, is acknowledged to be the best ever seen in this section, and in every respect, we are most highly pleased with the faithful and thorough performance of your contract.

Very truly yours, CHAS. L. TODD, Pres.

Office of J. & C. WIPF,
IOLA, Wis., Sept. 13, 1888.

E. P. ALLIS & CO., Milwaukee, Wis.

Gentlemen: The 75 barrel mill which you have just completed for us more than meets our expectations in regard to capacity and quality of output, and we do not hesitate to add our testimonial to the long list of others who have had dealings with you to their entire satisfaction. Yours, etc., J. & C. WIPF.

Office of YOUNG BROS.,
BLOOMFIELD, Ia., Aug. 29, 1888.

E. P. ALLIS & CO., Milwaukee, Wis.

Gentlemen: For a nice, neat, well arranged, light running 50 barrel roller mill, we think ours is hard to beat in southeastern Iowa. This is the opinion of all the millers and mill men. The machinery throughout runs smooth and easy, and does the work with apparently no effort and at a low rate of speed. As for a purifier, *the Reliance is simply perfection*. The separations it makes and the cloth cleaner head anything we ever saw in the purifier line, and can recommend it to every one wanting the best. We fill up the oil boxes once a week and that is all the attention it gets, and, in fact, all it needs, and it handles all the middlings we make in a 50 barrel mill, with as good a clean up as could be made. As for flour, we are making as good as can be made and are behind with orders.

Yours truly, YOUNG BROS.

Office of J. H. SEAVER,
ITHACA, Mich., March 10, 1888.

MESSRS. EDW. P. ALLIS & CO., Milwaukee, Wis.

Gentlemen: I have been running my new round reel mill for the past ten days, and I am more than pleased with the work she is doing. The flour is good; in fact, I think cannot be beaten from the same wheat. Our bran and feed is well cleaned. I think your round reel system a perfect success. We have made good flour from the start, and have not made a single change.

Yours truly, J. H. SEAVER.

Office of TOPEKA MILL & ELEVATOR CO.,
TOPEKA, Kan., Aug. 22, 1888.

MESSRS. E. P. ALLIS & CO., Milwaukee, Wis.

Gents: We desire to say to you that our mill is doing good work. Our flour was giving general satisfaction before we made the present change, but by taking out the old hexagonal scalping reels and replacing them with your round reels, and adding your flour dresser, we can see a marked difference in the quality of the flour made, and a better yield is given. The changes suggested will fully compensate us for the time and money expended.

Yours truly, TOPEKA MILL & ELEVATOR CO.
R. G. NOEL, Pres.

Office of ALBERT LEA MILLING CO.,
ALBERT LEA, Minn., Sept. 13, 1888.

E. P. ALLIS & CO., Milwaukee, Wis.

Gentlemen: I have now been running my mill several days on a test, as per your contract, and I have much pleasure in saying that the mill more than fills the guarantee, both in yield and quality of flour. Have had four tests made of the flour by A. W. Howard, of Minneapolis, who reports the flour to be of the very highest standard [the samples sent Mr. Howard were the second day's grinding]. I take pleasure in recommending the Allis company to millers, as first-class millbuilders. Were I to build twenty mills, I would want all Allis mills.

Yours truly, R. M. TODD, Pres.

Office of JACKSON COUNTY MILLING CO.,
BLACK RIVER FALLS, Wis., Sept. 11, 1888.

MESSRS. EDW. P. ALLIS & CO., Milwaukee.

Dear Sirs: We have for the past two months or more been doing quite satisfactory work with the mill. We keep track of stock in and out, so we know about what we do. We ran on a test recently, No. 1 northern, 2,723 40-60 bushels, and made 346 barrels patent, 248¼ barrels bakers' and 27¼ barrels low grade, a total of 622½ barrels of all grades. Our offal ran as follows: Bran and shorts, 36,491 pounds, equal to 58⅓ pounds per barrel; screenings, 2,053 pounds; total, 38,544 pounds, equal to 61.9 pounds per barrel. The work was done at the rate of 5¾ barrels per hour, or nearly 140 barrels per day of 24 hours. You may think the percentage of patent not high, and we would say that price we get for the bakers' overcomes this point. You will note our test is on uncleaned wheat. We are,

Yours truly, E. A. LE CLAIR, Sec.

P. S.—This figures one barrel for 4 22½-60 bus wheat bought.

THE NEW SALESMAN.

H. Jay Green on the War Path for Orders.

BY HIMSELF.—XXVI.

While in Philadelphia I saw a very novel way of advertising flour. The self-raising flour and buckwheat, put up in three-pound papers, that I had seen sold in New York, is also extensively sold in Philadelphia. Grocers and flour dealers all carry an assortment of the goods in stock and appear to sell large quantities.

The advertisement I saw was gotten up by Hecker & Co., the leading manufacturers of this prepared flour, and was eminently successful in attracting large crowds of people. It consisted of an exhibit of all the various brands and packages made by the firm, attractively displayed, and a practical demonstration of the manner of preparation and serving.

The plan seemed to be like this: A stall would be engaged in one of the markets on a market-day. It mattered not whether it was a butcher's stall or a huckster's stand as all the wood work, racks, and benches were tastefully covered with the whitest of linen and the packages of goods arranged thereon. On the front bench of the stall was the top of a highly polished griddle, about three feet long and twelve inches wide, the lower part or legs of the griddle being beneath the counter, where also were the kerosene oil stoves which supplied the heat required. There were two colored men behind the counter, arrayed in spotless white with bakers' caps on their heads. One of these men poured about two quarts of milk into a large pan, in which he broke two papers of the prepared buckwheat, stirring it the while vigorously. After getting the batter to the required consistency, which was ascertained by dipping a spoonful of the mixture, raising it above the pan and letting it run back, just as a housewife tries the thickness of her soup, a portion of it was poured into a tin dish, resembling a dwarf coffee-pot with an enlarged spout, which was covered. He then took a griddle greaser, made from a piece of suet tied in a white cloth, the bunch of cloth at the top where it was tied forming the handle, and with this he proceeded to grease the griddle. There seemed to be an art about that too, as he started to pour several times, but each time set the dish down and again went over the griddle with the greaser. When it was to his liking he poured about a dozen discs of the mixture on it and set his dish down. He then picked up a shovel or turner and with the edge cut the discs apart where they had run together. Presently they emitted a most agreeable odor, and he proceeded to turn them, which he did with a dexterity that would have delighted any housewife. Soon the cakes were done, when they were removed to a clean white plate. They presented a beautiful brown surface on both sides and seemed fit to set before a king.

The other colored cook took charge of the plate of cakes, placing them one by one on squares of white paper. He then buttered each cake with butter arranged in nice lumps on the counter, sprinkled them with pulverized sugar and passed them out to the admiring spectators. Men, women and children, without regard to age, condition or color, were presented with these little cakes and all seemed to enjoy them. A lady with gloves on could accept a cake on one of the paper plates without fear of soiling them.

A gentleman present was in charge of the exhibit and, while the baking was going on, he explained to the throng the advantages of using the self-raising buckwheat. It seemed to me while I was looking on a thousand persons must have passed, each receiving a cake and expressing satisfaction.

The gentleman in charge, Mr. Jennison, told me his firm had long been advertising its wares in this manner and, although advertising largely in other ways, found this one to be the most successful in getting immediate results. He did not sell the packages of

flour but referred inquirers to the flour-stands or to the groceries. In this way the trade got some of the benefit of the advertisement. He said he had visited several county fairs at which exhibitions had been given and the increase in trade in the districts had justified the expense. He went from one market-house to another with his assistants, and was kept busy every Saturday during the winter season. Besides baking the buckwheat cakes, biscuits and waffles were also baked and distributed, each article being nicely buttered before presentation. After the market was over, generally about noon, the goods were all carefully packed up and the tinware and griddles washed and made ready for the next exhibit.

It struck me that this was a very practical way of advertising. The manufacturer saw just how his money was expended, the consumer saw in a practical manner how to prepare the flour to get the best results, the grocers and flour dealers were interested and would direct their customers to the exhibits, as they knew their sales would be increased by giving all possible publicity to the merits of the goods, and the children would even demand that their morning delicacy should be prepared of the appetizing flour they had tasted at the market-house. The colored and white cooks could stop and explain how their experiments had turned out and be directed to better results, and the whole exhibit was calculated to convince one that the goods which could stand that expense must possess merit enough to demand, at least, a trial.

Suppose some of the western millers try this plan at their next county fair. Biscuits could be baked and passed out to the hungry throngs, and many would think they had never tasted as fine bread as that baked from "So-and-So's" flour at the county fair. They will forget that they were tired and hungry and that a nice warm biscuit, bountifully buttered, found the exact spot several hours of fasting had prepared for it. That is the secret of this class of advertising. A man who has just gotten up from the dinner table doesn't want a biscuit, but let him walk around for a few hours and he changes his tune, and anything in the eating line looks inviting. Just so with a woman. Miles of reading matter styled "recipes for bread making" can be circulated and not a syllable of it will be read by the housewife. She knew how to bake bread before the writer of them was born. But you meet the same old lady at an exhibit of the character mentioned and tell her it will improve her bread to set the flour in a pan on the back of the stove for a couple of hours before mixing it and she will try it at her next baking.

Pennsylvania Millers' Association.

The eleventh annual convention of the Pennsylvania Millers' State Association will be held in the Grand Army hall at Lewisburg, beginning Tuesday, at 4 p. m., Oct. 9, and lasting two days. In his announcement of the convention Secretary Levan says: "We expect to have a good meeting, and all members, as well as millers who are not members, are earnestly requested to attend."

The order of exercises for the afternoon session on Oct. 9 will be: Address by the president. Roll call. Reading of the minutes of the last meeting. The secretary's report. Enrollment of new members. Adjournment.

For the evening session: Report of the executive committee. Address by P. D. Handwork, of Parkesburg, Pa.; subject, "National, State and Local Organizations." General discussion. Treasurer's report. Report of committee on patents. Election of officers. Lecture by Prof. A. R. Horne, of Allentown, Pa.; subject, "Spontaneous Combustion and Mill Fires," giving practical illustrations of the causes and origin of fires. Report of committee on insurance. Adjournment.

On Wednesday the proceedings will include: Report of committee on transportation. Address by J. R.

Simpson, secretary of the Pennsylvania Millers' Insurance Co. Report of committee on machinery and processes. Unfinished business. Report of committee on grain for milling. Report of committee on grading and inspection. Report of committee on entertainment. New business. Final adjournment.

After adjournment on Wednesday an excursion will be made to Eagle's Mere, a romantic and picturesque spot, for which special rates have been made to millers, putting the whole cost of the trip at the low rate of \$3.50, which includes car fare and a day's board at the Hotel Eagle's Mere.

Buffalo's First Elevators and Mills.

In the recent souvenir issue of the *Buffalo Express*, we find the following in reference to Buffalo's early elevator and milling history.

The first attempt at building a grain elevator in the vicinity of Buffalo was made by the Hon. Lewis F. Allen and a Mr. Lord. It was built at Black Rock in 1840, and run by water-power, it had two marine legs, one of which was on the river side and the other in the harbor. It was a failure. Previous to 1841 men's backs were the only elevators. The receipts of grain in 1841 were 2,000,000 bus, and it was handled by slow and laborious methods, being lifted from the holds of vessels in barrels with a tackle, weighed with a hopper and scales swung over the hatchways of the craft, and then carried into the warehouses on the shoulders of men. Only from 10 to 15 bus were thus weighed at once, and a day's work, with a full complement of hands, did not exceed 2,000 bus.

To Joseph Dart is due the honor of erecting the first steam storage and transfer elevator in the world. In the face of numerous obstacles and predictions of failure, he began an elevator building in the fall of 1842 on the bank of Buffalo river, at its junction with the Evans ship canal, where the Bennett elevator now stands. The elevator was a success from the start, and Mr. Dart was often offered double his regular rates for accommodation in an emergency. In proof of the saving of time, it is said that the schooner John B. Skinner, loaded with 4,000 bus of wheat, came into port early one afternoon, soon after the elevator was put in operation, was discharged, and received ballast of salt, leaving the same evening; she made her trip to Milan, O., brought down a second cargo, and discharged it, and on her return to Milan went out in company with vessels which came in with her on her first trip, and which had just succeeded in getting their cargoes unloaded by the old back-aching methods.

The Dart elevator compared with some of the mammoth structures of to-day, was a very small affair, its capacity being only 55,000 bus. The first vessel unloaded at Mr. Dart's elevator was the schooner Philadelphia, laden with 4,515 bus of wheat. The first cargo of corn unloaded was from the schooner South America, 3,145 bus, June 22, 1843. Dart's elevator unloaded during the first year of its existence 229,260 bus of grain, while the amount of grain and flax-seed handled by the Western Elevating Co. in 1887 was 85,015,957 bus. Buffalo's present elevator capacity is 13,915,000 bus, exclusive of 65,000 bus in transfers, and she has also five floating elevators. Charles W. Evans is the oldest surviving elevator owner in Buffalo, having begun business May 1, 1847.

Regarding Chas. A. Bloomer, president of the Western Elevating Co., but who was for many years prominently identified with the mills of Rochester, the *Express* says:

Mr. Bloomer was born in Scipio, Cayuga county, this state, in 1813, his parents having been Quakers. Early in life he learned the business of a millwright, and in 1852 removed to Rochester with his family to establish himself in that business in the "Flour City." His skill in mill building, and the business sagacity which he displayed in his chosen calling, brought him to the attention of the leading millers of that day, and about 35 years ago, when, through certain financial complica-

tions, Stephen Whitney, of New York, became virtually the owner of a chain of flouring mills located at Oswego, Macedon, Rochester and Black Rock. Mr. Bloomer was placed in charge of the property, to operate, lease, or sell, at his discretion. While holding this trust he rebuilt the Frontier mill at Black Rock. In 1856 he became one of the lessees of the Exchange mill in Rochester, and continued to operate it until 1862, when he came to Buffalo to take charge of the construction of the Exchange elevator, which was built in that year by William Rankin, Alfred Ely, and Ashley Hall. After passing through various hands, in 1881 this elevator became the property of Greene & Bloomer. In 1885 Mr. Bloomer was chosen president of the Western Elevating Co., which office he still retains.

In the course of the number a description is given of the Wilkeson elevator, which, though a modern instead of an ancient institution, may be included here. The writer says: The addition to the Wilkeson elevator is now about done. This elevator is built upon a new plan, the invention of Robert Dunbar of this city, the veteran elevator architect and engineer, who has made application for letters patent upon his improvement. Mr. Dunbar has made the plans and furnished the machinery for seven-eighths of our elevators. All the bins in this house are so arranged as to discharge their contents by gravity upon a single conveyor, which simplifies and cheapens the handling of grain to a marked degree. This house is arranged so as to do marine, car, boat and wagon business, the marine leg being capable of unloading about 15,000 bus per hour, which is weighed, stored and cared for. All the work of unloading and loading cars, boats and wagons can go on at the same time. The addition equips the elevator with two marine legs, so that two hatches of a vessel can be operated upon at once when the legs come opposite to them. The completion of the new "greyhound" freight carriers of the lake fleet, whose enormous carrying capacity has added so materially to this class of traffic, induced Mr. Wilkeson to be among the first to recognize the fact that the demand for rapid handling of grain must be met. His elevator now has 450,000 bus capacity to which, it is said, he thinks of adding somewhat.

The early history of Buffalo as a milling point is thus touched upon: The sharp-sighted millers were quick to see Buffalo's advantages when the Erie canal was opened in 1826. S. W. Howell at once built the Erie mill at Black Rock, for Kingman & Murphy. This was the first of Buffalo's large mills. The building, with many additions and a good deal altered, still stands, being now known as the Marine mill. Millwright Howell soon went into the milling business himself, building the Niagara mill at the foot of Amherst street. These mills together with the Globe mill, built on the other side of Amherst street a few years later, were burned and never rebuilt. The first steam mill in Buffalo was built by Mr. Bugbee about 30 years ago, where the City elevator now stands.

The remaining account of the Buffalo mills is substantially identical with that in our last Holiday issue, from which it was undoubtedly taken. Mr. Brown, who prepared this article for the *Express*, makes the usual error in endeavoring to add to Buffalo's milling glory, of underestimating the milling capacity of other points. For instance, Minneapolis is credited with 30,000 bbls, instead of the 36,000 to 38,000 bbls which she has capacity to make, while St. Louis is given 10,000 instead of the 12,000 to 14,000 to which she is entitled.

Heavy forgeries have been discovered in the New York produce exchange finances, in connection with the guaranty fund, the loss being estimated at \$160,000. The guilty party is supposed to be Wm. R. Foster, Jr., an official previously of high standing in business circles. His method in the theft was to draw cash and turn in forged mortgages. The total fund amounted to over \$1,100,000.

WILLFORD & NORTHWAY MANUFACTURING COMPANY,

MINNEAPOLIS, MINN.

♦ MILLBUILDERS ♦

: : AND : :

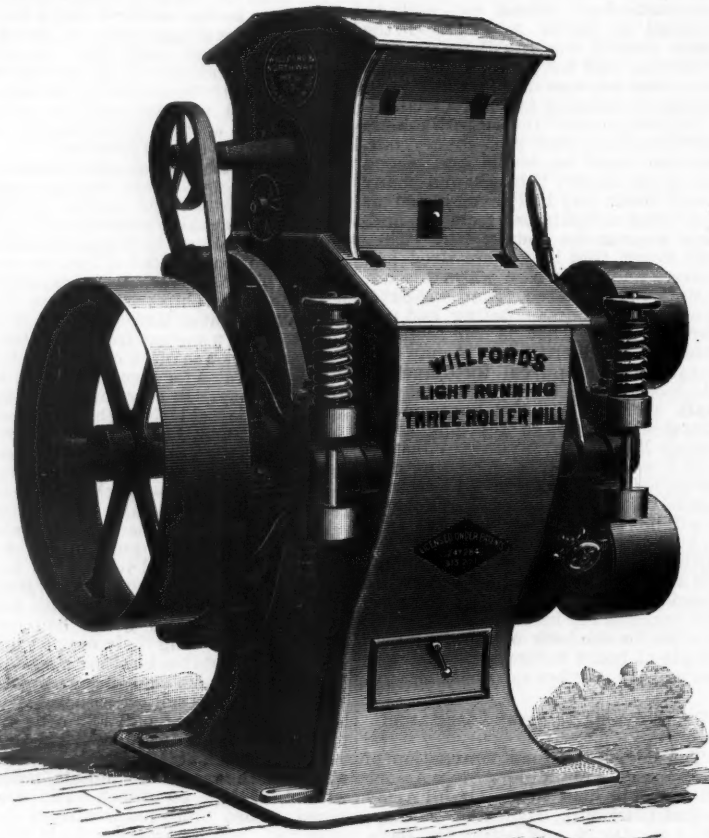
Manufacturers of Flour Mill Machinery.

== ONE FROM OHIO ==

SYMMES, OHIO, June 16, 1888.

MESSRS. WILLFORD & NORTHWAY MFG. CO., Minneapolis, Minn.

Gentlemen: The Three Roller Mill we bought of you for corn and feed gives us most excellent satisfaction, running with less than half the power required by a buhr doing the same work. The Pearl Meal we manufacture on it is very fine, with little loss in offal. We have ground three bushels of corn and oats in two and one-half minutes by the watch. We think this machine will pay for itself in a year's run, just in the saving of fuel. Yours truly, DAVIS & BAEN.



CORN
IS
KING.

MEAL
IS
MONEY.

Willford's Light-Running Three-Roller Mill THE YOUNG GIANT.

THE BEST CORN MEAL AND FEED GRINDER EVER MADE.

Great Capacity. Small Power. Perfect Work.

A Solid, Compact, Easy-Working Machine. Can be driven from ANY DIRECTION with a straight, open belt.

We also manufacture Purifiers, Aspirators, Scalpers and Reels, especially for Corn Meal Mills.

WE HAVE THE BEST.

Our Round Reel and Centrifugal Flouring System :: WRITE FOR CIRCULARS AND PRICES :: ROLLS REGROUND AND CORRUGATED PROMPTLY AND ACCURATELY



In sympathy with higher wheat, flour values advanced sharply during the week and a comparison of this week's figures with last week's shows a gain of 20c all around. Trading, withal was dull, as supplies were scarce and in many cases holders withdrew their offerings altogether, not knowing where the advance would stop, or asked a figure far above the market. Patents have become quite scarce and low grades were also hard to get. Extra fancy was offered most freely but likewise in limited quantities. Demand was generally local and southern, the latter, however, diminishing during the middle of the week when quarantine regulations were established at southern points. The movement was light, receipts and shipments both being smaller. The market closed strong, with operators far apart in their views. To-day's quotations were: Patents, \$4.90@5.10; extra fancy, \$4.70@4.80; fancy, 4.35@4.45.

The operative week opened with indications that the output would have to be cut down on account of the impediments to shipments and the decrease in orders due to the yellow fever scare in the south. For two days the situation was critical and everything was at a standstill, but the scare having subsided the railroads withdrew their embargoes and the movement was renewed. Orders, however, were restricted by wheat values, which jumped up too quickly to stay and savor much of a sharp reaction, although several large buyers, it is said, placed orders for round lots. Trade, therefore, is feverish and it is not known which way the wind will blow next week.

The output holds out at good figures no retirements having occurred. The total for the week was 75,000 bbls, distributed as follows:

Mill	Average daily output
Roller A.....Geo. P. Plant Milling Co.....	1,900
*Planet.....J. B. M. Kehlor.....	800
Anchor.....Kauffman Milling Co.....	1,000
Victoria.....Victoria Mill Co.....	800
Eagle Steam.....E. O. Stannard Milling Co.....	900
*President.....Kauffman Milling Co.....	550
Regina.....Regina Flour Mill Co.....	500
*Alton City.....E. O. Stannard Milling Co.....	1,000
Jefferson.....Seisinghaus Milling Co.....	500
Saxony.....E. W. Leonhardt & Co.....	400
Laclède.....Kehlor Bros.....	800
*Edwardsville.....Kehlor Bros.....	800
Kehlor.....D. M. Kehlor Milling Co.....	900
*Crown Roller.....Crown Milling Co.....	650
Camp Spring.....Camp Spring Milling Co.....	750
St. George.....Kalbfleisch Milling Co.....	200
Meranec.....H. B. Eggers & Co.....	250
Hezel.....Hezel Milling Co.....	700
United States.....E. Goddard & Sons F. M. Co.....	600
*Valley.....Teidemann & Co.....	200
Carondelet.....Carondelet Milling Co.....	200

Total daily output.....12,500
 Output preceding week.....12,500
 *Owned by St. Louis parties, but located outside the city.

The Regina will start up on full time Monday morning.

Meyer & Bulte expect to return to their old quarters in about six weeks.

The St. George mill, finding trade getting quiet has slowed down to 12 hours' time.

Miller Hackman, of St. Charles, Mo., was in the city Saturday, watching wheat go up to \$1.65.

Millers Pegrarn, of Carrollton, and Carroll, of Clarksville, registered on change Wednesday.

The Kehlor Milling Co. is having a 100,000 bu elevator built near its Planet mill at Litchfield, Ill.

Head Miller Jordan spent the week in the city, looking after some machinery for his new mill.

Washington Todd, vice president of the Todds & Stanley Mill Furnishing Co., returned from Branford, Ky., Monday.

The Crown Roller mill at Belleville continues running full time, though

its wheat receipts are light, owing to the farmers in its vicinity being busy planting.

The Jefferson has increased its output to 500 bbls, in order to keep up with its increasing trade.

The Hinckley mill with warehouses and other belongings, at Belleville, Ill., was sold a few days since for \$15,000 on foreclosure of a mortgage.

Roger P. Annan, of Annan, Burg & Co., electrified his friends on 'change during the week by a suit, which, for its oddity of fit, has become famous.

Henry Stanley, of the Todds & Stanley Mill Furnishing Co., has been in Nebraska the past two weeks, looking over the field and enjoying a short rest.

Wm. T. Porter, of Wilmington, Del., president of the St. Louis Roller Repair Co., was on the floor Tuesday. The directors of this company held a meeting in their office Wednesday and, after lengthy deliberation, concluded to retire from business. They have instructed their secretary, Tom Miller, Jr., to offer the entire plant for sale and are ready to receive bids for same.

J. B. M. Kehlor, of the Kehlor Milling Co., who was injured in the cable car collision, about three weeks ago, has almost entirely recovered from his injuries and was on 'change during the week. Mr. Kehlor was caught short of a good deal of wheat in the Chicago September corner, but saved himself by sending out wheat held by him here, on a special train run at passenger speed.

Messrs. Witt Massengale, late traveling salesman, and "Tom" Oberschell, in charge of the belting department of the Todds & Stanley Mill Furnishing Co., are about to embark in the milling business at Fayetteville, Ark., where a fine 100 bbl mill with a 50 bbl cornmeal annex is being built for them. The reputation of these gentlemen for energy and push bespeaks for them a most successful future and lucrative trade.

MARISSA, ILL.

W. S. Jordan has returned from Indiana and will begin work on his mill at once.

A. J. Meek, of the Marissa roller mill, returned home on Sunday from the south, after a long, roundabout trip to avoid quarantine regulations.

Wheat receipts are getting very light as farmers are busy doing their fall seeding. The ground is in excellent condition for planting, and it is probable that the acreage will be much larger than last year.

During the early part of the week the probability of a general shut-down of our mills was very strong, owing to the embargo placed on shipments by the railroads, in furtherance of yellow fever quarantine regulations at southern points. E. E. CARRERAS. St. Louis, Sept. 29.

LA CROSSE.

[Special Correspondence.]

The fearful jumps in the wheat market of the past week have given the millers enough to think about, and caused the mills to be pushed for all they could do. Freeman's has lost no time, even on short stops, and its output has been above 1,000 bbls per day. The Listman has run irregularly, partly from the new machinery requiring attention, but more especially because the men have not yet become accustomed to the general rearrangement. The mill has used 3,000 barrels and put out probably 4,000 bbls of flour in all. The capacity has been speeded up on

a short run to above 1,200 bbls, and Head Miller Lang says it will do 1,100 bbls easily, day in and day out.

Orders are pouring in by telegraph and mail, much faster than they can be filled; consumers who watch the market are laying in a supply. Sales were made in Boston Saturday at \$6.50 and in New York at \$6.45. The local wholesale quotation is \$5.80 for patent and \$5.60 for straight. The demand right at the mill door is active. Our millers have no back orders to fill for export. They are picking up a good deal of fine hard wheat in central Dakota and do not fear any lack of supply.

The coopers have been as busy as the mills. Mueller's shop was running all the week and Doud & Son's all but a day and a half. Mr. Heydon, superintendent of the latter, has been using elm stock some lately, and is pleased with it on account of the tight barrel which the softer wood makes. Nearly all of the stock comes from Doud's two mills in Wood county—one at Pittsville and one at Rudolph—where the red oak forests are good for almost any demand for years to come. Mueller also gets his stock from Rudolph. Prices are unchanged. Doud's men brag some of possessing among them the champion cooper of these parts. Ed. Gates is the man. He does not think it much of a trick to hoop'er up at the rate of 80 barrels a day; this isn't for a single day's work, either, for he has a record of 471 in one week and raises 400 every time he puts in a full week. Ed. is a little man in inches, but a giant for work and is going to beat the Minneapolis man's record of five hundred and something, one of these days.

Mr. Mueller, in connection with A. Hirschheimer, the plow maker, and others, has invented a series of machines for making tight cooperage, but applicable to every kind of work. Everything is machine work from the log to the complete package. The bender not only shapes the staves lengthwise but crosswise and experiments with beer kegs—the most difficult cooperage—have proven the success of the machinery. A keg was set up last week, the hoops driven on, and on being filled with water, it did not leak a drop. Seven patents cover the various machines and if they don't make friend Mueller rich, everybody will be disappointed. BADGER. La Crosse, Wis., Oct. 1.

Old Hutch.

An exchange has this to say of the hero of the great corner in wheat:

B. P. Hutchinson—"Old Hutch"—who has been flying the Chicago wheat market for a kite during the past week, has been a prominent figure on the board of trade for the last twenty-five or thirty years. Formerly he operated in hogs and corn, and it is only a few years since that he took to the wheat pit. He is a six-footer, large framed and rather ungainly—one of those men whose clothes never seem to fit them, and who do not go much on style. He is a typical Yankee, shrewd, bluff and unconventional. Although he lives, and finds his greatest enjoyment and profit in the midst of the speculative excitement of the Chicago board, and always carries on his business at high pressure, he is nevertheless very methodical in his business habits. For instance, a few years ago while "Old Hutch" was having a brick block put up in Chicago, it is said he went to the place regularly every day, and with his long legs climbed all over the unfinished building, watching the progress of the work and giving directions with respect to all the details. He has a son, C. L. Hutchinson, president of the Chicago board of trade, who is a chip of the old block—one of the brightest and shrewdest of the young business men of Chicago.

The old man likes to talk on the subject of religion, regarding which he holds some very unorthodox views. Religion is, in fact, one of his chief topics for discussion in his hours of relaxation, and he sometimes even branches off on to religion while engaged in putting up a wheat deal with his friends.

PHILADELPHIA.

[Special Correspondence.]

The upward movement in flour still continues, prices during the past week having further advanced 25@30c on winters and, fully 50c per bbl on springs. Demand for the latter has been active and stocks are reduced to a very low point—some receivers in fact, being entirely out of supplies. Choice Minnesota patents have sold up to \$6.50, and at the close some fancy brands are limited above this rate. Clears are very strong at \$5@5.40, and choice straights if here, would readily bring \$5.75@6. There has been a big business in winter straights from \$4.75 up to \$5.25, and at the close it is difficult to get anything desirable under the latter price. Clears have also been in fair request, but patents have been comparatively quiet aside from fancy city mills brands which are largely sold ahead of production. The low grades have been actively inquired after and all offerings have been promptly taken at advancing prices. Receipts for the week were 25,671 bbls, making a total for September of 94,370 bbls, against 118,046 bbls during September, 1887. Exports for the week were 3,000 bags to Antwerp and 10,000 bags to Liverpool.

The following are quotations for car lots to local jobbers:

Western winter supers.....	3.35@3.80
Western winter extras.....	3.60@3.80
Western winter No. 2 family.....	4.00@4.50
Ohio and Illinois clear.....	4.75@5.00
Ohio and Illinois straight.....	5.00@5.25
Indiana clear.....	4.75@5.00
Indiana straight.....	5.00@5.25
Western winter patent.....	5.50@6.15
Minnesota clear.....	5.00@5.40
Minnesota straight.....	5.50@6.00
Minnesota patent.....	6.00@6.50

Millstuffs is in moderate supply, but demand is light and offerings are fully equal to requirements. Winter bran is worth 16.50@17, and spring \$16@16.50 per ton, according to quality.

The speculative excitement and sharp advance in wheat in the northwest has forced up prices in this market 4c per bu, but legitimate business is almost at a stand. Seaboard values are above an export basis and foreign buyers are satisfying their requirements with the cheaper products of India and Russia. Millers are operating to a fair extent, but not in excess of current wants, owing to the high value placed on fancy grades of wheat. Receipts are light, as prices all over the west are above a parity with those at the seaboard. Cash wheat is worth \$1.01 for No. 2 red; \$1.05 for No. 2 Delaware red, and \$1.06 for No. 1 Pennsylvania red. Exports for the week were 68,900 bus; total since Jan. 1, 956,566 bus, against 8,030,903 bus for the same time last year. Stock, 435,461 bus.

Samuel J. Clevenger, grain merchant, is spending a few days at Atlantic City.

L. W. Campbell, of the well known milling firm of Crocker, Fisk & Co., of Minneapolis, was on change this week.

Work is being rapidly pushed on the new mill being built by the Millbourne company.

James B. Canby will return from the sea-shore to his city residence next week.

The Market Street mill is filling several large export orders. QUAKER. Philadelphia, Sept. 29.

The St. Louis Repair Co., has decided to go out of business at St. Louis, and will close out at private sale all of its roll repairing machinery. Bids for the plant in its entirety will be received up to Oct. 25, and if not sold by that time, it will be offered in parcels. This company was a branch of the J. Morton Poole Co., of Wilmington, Del., and its discontinuance was decided upon with a view to concentrating the business of the parent house at Wilmington. This will doubtless be a favorable opportunity for millfurnishers to secure excellent machinery at low cost. The advertisement of the company appears elsewhere.

In another place in this issue an advertiser with \$20,000, seeks some one with an equal amount or less to join him in building a mill. The subscriber to this advertisement has, we know, the requisite sum and is a perfectly reliable man who means what he says.

HURFORD BOLT AND SCALPER



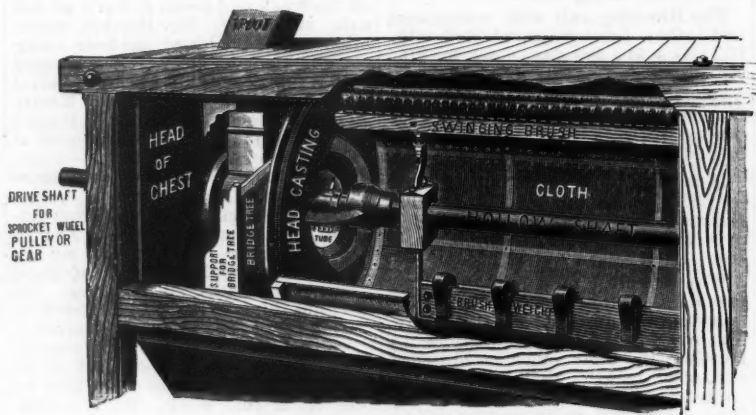
The ONLY Round Reel with INSIDE BRUSH,

— AND —

NO ROUND REEL WILL DO SATISFACTORY WORK WITHOUT IT.

HURFORD REELS AND SCALPERS

Are furnished in one, two and four reel chests, 8 feet, 10 feet, 12 feet, or 14 feet long.



IS EXTENSIVELY USED to replace six-sided and centrifugal reels in old chests, doubling the capacity and greatly improving the quality. No change of drive necessary. These Bolts and Scalpers are sold on their merits. Correspondence solicited. Send for samples of our Cockrell scouring case and Hurford's patent rolled wire cloth for scalpels and graders.

PUT IN AN OLD CHEST.

Link-Belt Machinery Co. Sole Manufacturers,

BURR & DODGE, Philadelphia.

CHICAGO.

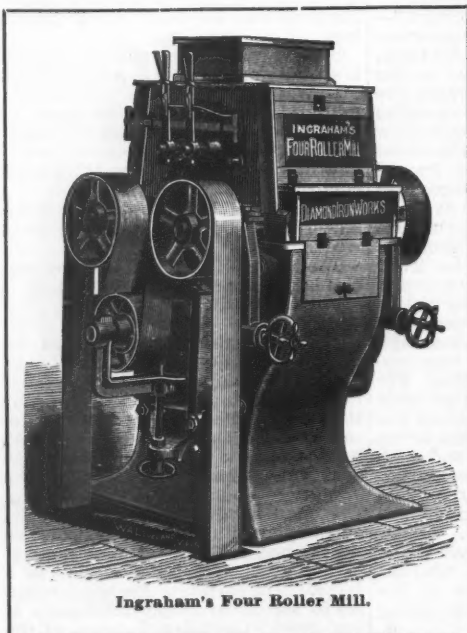
MINNEAPOLIS.

NEW YORK.

The Largest and Best Equipped

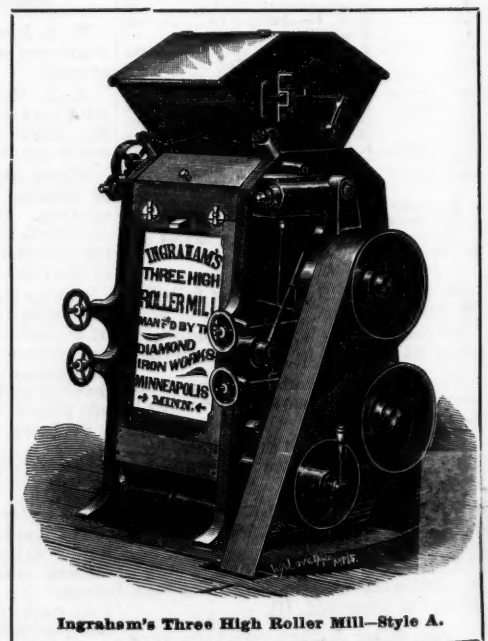
MILLBUILDING AND FURNISHING ESTABLISHMENT IN THE NORTHWEST.

OPINIONS OF GOOD MILLERS.



Ingraham's Four Roller Mill.

9 x 18	<p>Minneapolis, Minn., Dec. 17, 1887. <i>Smith & Richardson, City.</i> In reply to yours of the 14th, I can say that after running your feed roll eight months it has given entire satisfaction, and I believe it has no equal for grinding feed, etc. Yours truly, E. COOLEY.</p>	9 x 18
9 x 18	<p>Wells, Minn., Jan. 4, 1887. <i>Smith & Richardson, Minneapolis, Minn.</i> Gentlemen: We bought one of your 6x18 three high roller mills last October, and have used it for corn meal, Graham and all kinds of feed and find it perfection itself. In fact it is the best mill I ever used, and do not hesitate to recommend it to any one in want of a mill for above use. We also think it would be a good mill for first and second breaks in a small mill. We run it to its full capacity, and find by actual test it takes only six horse power to run it. Yours truly, KEYZEBACK & THOMPSON.</p>	9 x 18
6 x 18	<p>Office of the Lion Roller Mill, Brandon, Minn., Nov. 7, 1887. <i>Diamond Iron Works, Minneapolis, Minn.</i> Gentlemen: In reply to your inquiry as to how we like your 6x18 three high roller mill for grinding feed, corn, etc., will say it has been running about six weeks and is giving the best of satisfaction. For capacity I believe it has no equal. We can grind from 30 to 40 bus per hour and grind it fine. Can make Graham and corn meal in great style. We never have any trouble with belts slipping. We think it has the best differential of any roll in the market. A. B. WENTWORTH, Lessee of Mill. Testified by Farmers' Milling Association. O. P. OLSON, President. HUGO LINDBOHN, Secretary.</p>	6 x 18



Ingraham's Three High Roller Mill—Style A.

DIAMOND IRON WORKS,

SMITH & RICHARDSON, Proprietors.

MINNEAPOLIS, MINN.

MANITOBA AND NORTHWEST.

The weather of late has been favorable for harvesting and threshing and new wheat is beginning to come in in a limited way at most railroad points, where it brings all the way from 70 to 95c, according to condition and distance from the receiving centers. About half the crop is regarded as being very good, the rest having been damaged by frost or blight, from 50 per cent down. How much is badly injured and how much only a little no one can tell yet.

The movement of the crop in Winnipeg is still small, though some grain has arrived from the earlier districts which has been generally good. During the past week offers have been made of 94c for No. 1 hard on track and 93c on street, but prices yet are hardly fixed. In Montreal on Sept. 26 the market was firm, with No. 1 Manitoba selling at \$1.32@1.35; No. 2, \$1.30; No. 1 northern, \$1.28@1.29. In Toronto fall wheat, No. 2, brought \$1.03@1.06; spring No. 2, \$1@1.01; red winter No. 2, \$1.03@1.07.

The trade in flour at Winnipeg has been quiet with a rather unsteady feeling. Prices, Sept. 25, were unchanged, at \$2.70 for patents; \$2.50 for strong bakers'; \$1.90 for XXXX, and \$1.50 for superfine. The demand for mill-stuffs is above the supply, and prices have held firm at \$12 for bran and \$15 for shorts. Oatmeal is dull, but with values steady at \$2.50 for standard; \$2.65 for granulated; \$3 for rolled. In Montreal flour has been steady with strong bakers' selling at \$5.20@5.30. Toronto prices were \$4.30@4.40 for extra.

A general meeting of the grain and produce exchange of Winnipeg was held Sept. 26, to hear the report of Messrs. Bell and Mitchell, who have lately visited Duluth and Minneapolis in the interest of the proposed Winnipeg call board. These gentlemen reported a very satisfactory trip and gave in detail a large amount of information secured by them respecting the elevator methods of the cities visited and the Minnesota system of weighing and inspection, which they regard as very complete. In relation to the project of shipping Manitoba wheat in bond to Duluth they say: "From what we could learn there will be no difficulty in shipping in bond via Duluth, it being the intention there to have separate bonded bins for Manitoba grain if shipped, and the opinion of the exchange members was that grain so held in elevators might be bought and sold on 'change on an export basis. The question was frequently asked us as to whether Manitoba grain would be kept according to Manitoba grades or if it would be regraded there by the Duluth inspector on the Minnesota standards. On this point we held no opinions, presuming that the owner would take advantage of whichever inspection would enable him to sell for the best prices."

In receiving the report, a vote of thanks was tendered by the exchange for the courtesies shown to its delegates by the state inspectors, the officials of the boards of trade in the cities visited and the Northern Pacific road. Several new members were added to the exchange at this meeting, and the total is now 82, the entrance fee being \$50. Provision was made for the requirements of the call board, and a committee was appointed to wait on the board of trade and the Canadian Pacific railroad in reference to some proposed changes in the method of grading and weighing into elevators.

A meeting of the standing grain committee of the Winnipeg board of trade was held Sept. 27, to select samples for the use of the Dominion board of grain and flour examiners in fixing standards for this season's crop. The session was expected to last nearly two days, and after it was finished Friday three delegates were to go to Toronto with the samples and attend the grain examiners' meeting.

There has been considerable talk lately of making some move to develop the water power of the Assiniboine, with a view to mills and manufactures at Winnipeg, and a meeting was held lately to consider the matter,

though with but small attendance. The idea seemed to meet with favor among most of those present, and it is probable the question may be more actively agitated in the future. It is proposed to bring the water supply from Lake Manitoba and the Saskatchewan river by canal, and the estimate is made that power might be supplied for 1 1/2 to 2c per horsepower per day, as against 35 to 40c at present paid for steam power.

The mills of Manitoba are beginning to start up gradually and it is said that the Lake of the Woods Milling Co., at Keewatin, Ont., will join the ranks in a few days. Geo. Barrett, who has been head miller at the Shoal Lake mill, is about to go to Moorhead in the same capacity. The Enderby mill at Victoria, B. C., which lately assigned, has been sold to Welch, Rithet & Co., of Victoria, who propose to operate it steadily. The people at West Lynne, at the southern end of the Red River Valley road, are disposed to complain because the mill at that place, owned by the Hudson Bay Co., has not been run in two years, except a few days last winter. As there is no mill at all east of the place, none north nearer than Winnipeg or west nearer than Morden, while the national boundary is on the south, they think the opening is good, and that the Hudson Bay Co. ought to run the mill or sell it to some one who will. It is stated that the mill dam at Rapid City burst last week, but the damage was quickly repaired.

The Harrison 25,000 bu elevator at Killarney will be done, probably, early next month, as the material for it is now being hauled on the ground. McMillan brothers will begin work at once on their new house at Indian Head. Morden will soon have two additional ones, as the Keewatin Milling Co. and McMillan Bros. are both building there. A number of towns, among which are Neepawa and Moosomin, report that new buyers are going into their markets.

The Northern Pacific company is reported as having made inquiries as to what bonding privileges would be allowed the road in view of its entrance very soon into Winnipeg. The minister of customs stated that it would have the same privileges as other railways, upon furnishing the usual \$80,000 bond. He also consented to station an officer at Duluth to see to the transfer of grain from the cars to the vessels, provided the company paid the expense attendant upon the appointment.

The following cheerful narrative hailing from Plymouth, Mass., under date Sept. 21, may be taken for what it is worth: A most interesting experiment culminated today in the milling of some wheat grown from seeds as old as Exodus. The experimenter is David Drew, who last year received from a friend in Alexandria, Egypt, some grains of wheat taken from a mummy exhumed near the ruins of Memphis, and belonging, it is believed, to the period of the ninth dynasty, which would make it grown about 3,000 B. C., or nearly 5,000 years old. He planted the seed early in the spring and carefully nursed it. It grew rapidly, and at the time of cutting measured six and a half to seven feet high. The leaves alternate on the stalk like common wheat, but the product of the plant is the most singular part of it, for, instead of growing in an ear like modern corn, there is a heavy cluster of small twigs in place of the spindle, which hangs downward from its weight, and each twig is thickly studded with kernels, each of which is in a separate husk. From what is threshed a larger crop will be grown next year.

In 1887 Germany imported from Russia 250,986 tons wheat, 416,164 tons rye, 75,933 tons barley and 121,144 tons oats, this being an increase of 109,293 tons wheat, 88,203 tons rye, 31,321 tons barley and 80,885 tons oats over 1886. Reduced to percentages, 11.73 per cent of the wheat, 32.76 per cent of the rye, 7.92 per cent of the barley, and 12.12 per cent of the oats exported from Russia were imported into Germany.

The VICTOR HEATER

VICTOR HEATER CO. CHARLES CITY, Ia., March 21, 1888.
Gentlemen: The No. 3 Victor Heater we put in, in place of the No. 3 Welch, is doing much better work for us than the Welch Heater did. It heats the wheat more uniformly. We like the Victor much the best.
Yours truly,
CHARLES CITY WATER POWER CO.

C. A. PILLSBURY & CO. USE 75.

Your Heater gives entire satisfaction.—C. A. Pillsbury & Co.
Your Heaters work admirably.—Bliss Milling Co., Seymour, Ind.
They are the best Heaters.—W. & F. Thorp, Wood River, Neb.
Your Heaters are working finely, don't want anything better.—Salina Mill Co., Salina, Kas.
Your Heaters gives satisfaction in every respect.—Mandan Roller Mill, Mandan, Dak.
We like your Heaters very much.—Nelson, Storey & Co., Bozeman, Montana.
The Victor Heaters work to entire satisfaction.—Bennett & Gates, Geneva, Ill.
Your Heaters are giving every satisfaction.—Portage Milling Co., Portage la Prairie, Manitoba.
We can recommend the Victor.—Henkle, Tallman & Co., Keota, Ia.

STEAM GENERATORS FURNISHED.

SEND FOR CIRCULAR

VICTOR HEATER CO., Minneapolis, Minn.



THEY TELL THEIR OWN STORY.

Office of HUNTER & McCORD, New Lisbon, O., Sept. 1, 1888.
HASELTINE MILL FURNISHING CO., Minneapolis, Minn.
Gentlemen: Please find enclosed N. Y. draft for sixty dollars (\$60.00), in payment of bill of feeders ordered July 21. They are a grand success and will soon pay their cost in the better working of the rolls. Will soon order for our breaks. Very respectfully,
HUNTER & McCORD.

Office of BATES, PALLANCH & CO., FLANDREAU, D. T., Sept. 5, 1888.
HASELTINE MILL FURNISHING CO., Minneapolis, Minn.
Gentlemen: In reply to yours of Aug. 20 will say, that First Break Regulator and Force Feeders received of you some time ago are giving us the greatest satisfaction. Would not do without them for many times their cost. We will place an order with you for a full line as soon as possible.
Respectfully yours,
BATES, PALLANCH & CO.

For Special Proposition, write to
HASELTINE MILL FURNISHING CO., Minneapolis, Minn.

Chas. A. Moore, Prest. M. Luscomb, Treas. Geo. W. Richardson, Supt.

The Consolidated Safety Valve Co.
CAPITAL, \$100,000.

SOLE MANUFACTURERS OF THE

Only Solid Nickel Seated Safety Valve

FOR MARINE AND STATIONARY BOILERS

Approved by U. S. Board Supervising Inspectors. Adopted by U. S. Navy, and furnished to all the Steel Cruisers.

MADE SPECIALLY TO COMPLY WITH REGENT REQUIREMENTS OF U. S. STEAMBOAT INSPECTORS.

Angle of Seat 45° and allowed 50 per cent Higher Rating than Government lever valve.

The only Safety Valve made with Richardson's Patent Adjustable Screw Ring

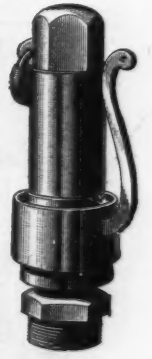
SEND FOR ILLUSTRATED CATALOGUE.

We are prepared to furnish the BEST SAFETY VALVE MADE, and at very low prices, when QUALITY and CAPACITY are considered. Address,

THE CONSOLIDATED SAFETY VALVE CO
SALESROOM: 111 Liberty St., New York. WORKS: Bridgeport, Conn.



Nickel Seated.



Yacht Valve.

SHULTZ BELTING
IT BELTS THE EARTH AND MAKES THE MOON SPIN LIKE A TOP.
MANUFACTURERS OF
OUR BELTING is tanned on the surfaces only; the INTERIOR is RAW HIDE.
Send for Our Valuable Book for Engineers and Belt Users. Free. Agents in all Cities. Send for Trial Belt.
Address, SHULTZ BELTING COMPANY, ST. LOUIS, MO.

RICE · AUTOMATIC · ENGINES

FOR FLOUR MILLS

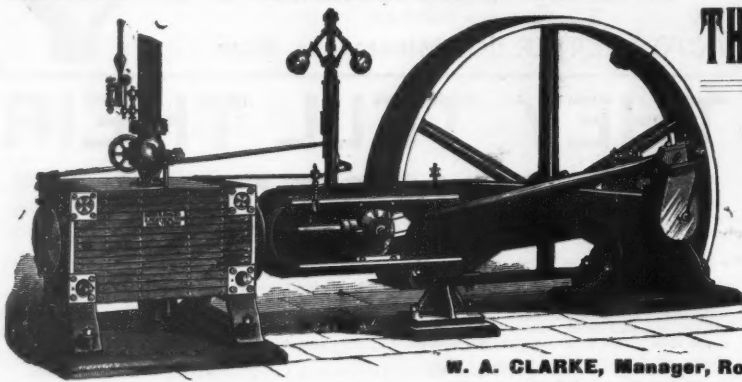
Of 26 to 100 horse power, kept constantly on hand at Minneapolis. These engines are in operation in first class Minnesota mills at the following places: North Redwood, Sleepy Eye, Waseca, Fairmount and Delano. Two of these engines can be seen in practical operation at the Minneapolis Exposition.

STEVENS ROLLS, BOLTING CLOTH,

And all kinds of Millfurnishings also kept in stock.

Minneapolis Office, 9th Ave. and 4th St. S.

THE JOHN T. NOYE MFG. CO.



THE HAMILTON-CORLISS ENGINE.

Made in All Sizes, from 30 to 1,000 Horse Power.

Non-Condensing, Condensing, Compound. Horizontal or Vertical. Single or in Pairs.

We GUARANTEE OUR ENGINE EQUAL to any made, in ECONOMY, STRENGTH, FINISH or WEIGHT, and solicit correspondence.

The Hooven, Owens & Rentschler Co.

W. A. CLARKE, Manager, Room 203 Northwestern Miller Bldg, Minneapolis. HAMILTON, OHIO.



"BUCKET SHOP DECISION." The AVERY SEAMLESS STEEL BUCKETS are the best buckets made. INSIST on having them put in all contracts. They are not expensive. Send for sample.

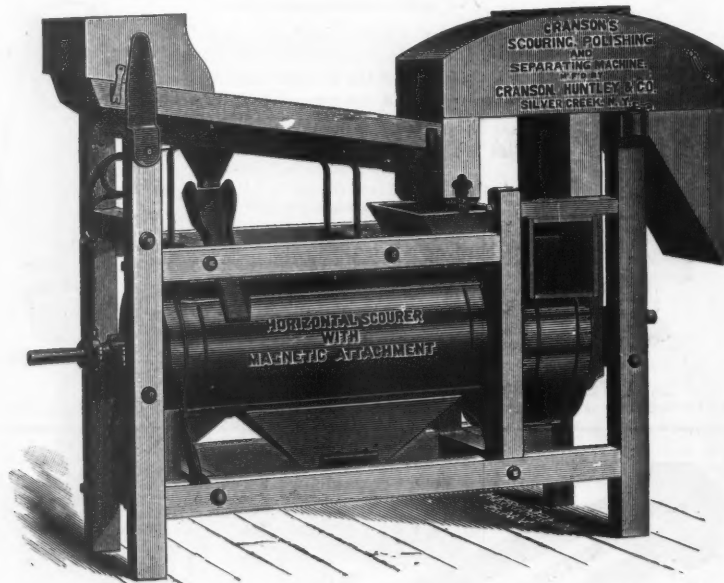
THE AVERY ELEVATOR BUCKET CO., Cleveland, Ohio, U. S. A.

Chas. Kaestner & Co., Agents, 301-311 S. Canal St., Chicago.
John T. Noye Mfg. Co., Agents, Buffalo.
Edw. P. Allis & Co., Agents, Milwaukee.

Great Western Mfg. Co.

LEAVENWORTH, KANSAS.

THE CRANSON SCOURER



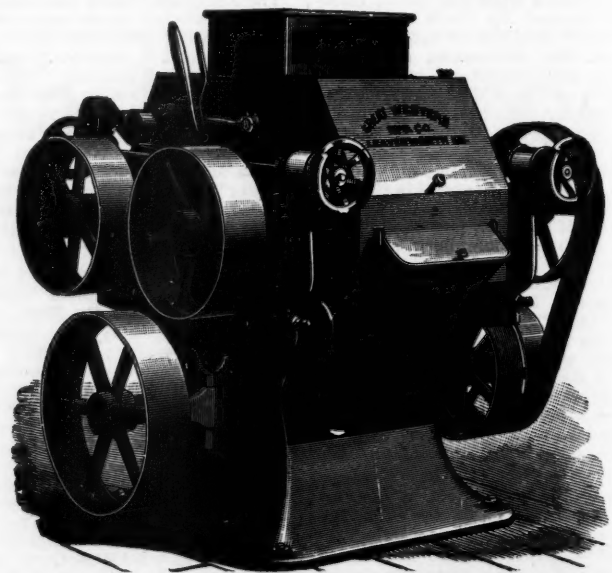
We have been telling you about it ourselves; now we will let the buyers tell their story. It is hard to tell which is the better friend, the maker or buyer.

MESSESS. CRANSON, HUNTLEY & Co., Silver Creek, N. Y. SPRINGFIELD, KY.
Gentlemen: Yours of the 21st to hand. Will say in reply, that I have been using your Wheat Scourer and Cleaner for the last six months, and it has come up to your recommendation. I think it the best machine in the country, and will use no other when I can get yours.
Yours in haste, J. W. JARBOE.

MESSESS. CRANSON, HUNTLEY & Co., Silver Creek, N. Y. FORT AUSTIN, MICH.
Gentlemen: The machine was started about Feb. 14, and cleans wheat as though it was intended for that purpose. Am well pleased with the manner in which it does the work, and would be pleased to recommend it to any one wanting a good Wheat Scourer and Polisher. I enclose check. Please acknowledge receipt.
Yours truly, H. C. DUTTON.

WRITE US FOR DISCOUNTS.

CRANSON, HUNTLEY & CO., - SILVER CREEK, N. Y.



COMPLETE MILLING EQUIPMENTS, INCLUDING MOTIVE POWER

Manufactured and Furnished under One Contract

AND

Results · Guaranteed.

CENTRIFUGAL REELS. CIRCULAR FLOUR DRESSERS.

MILL SUPPLIES of EVERY DESCRIPTION.

IMPORTERS OF



BOLTING CLOTH

Rolls Reground and Recorrugated Accurately and Promptly. Correspondence solicited.

KEEP IN THE SWIM

BY USING

THE RICHMOND Grain Cleaning Machinery & Bran Dusters



The Richmond Improved Upright Adjustable Scourer and Polisher.

TESTIMONIAL.

LIGONIER ROLLER MILLS, LIGONIER, Ind., May 11, 1888.

RICHMOND MANUFACTURING CO., Lockport, N. Y.

Gentlemen: It is now nearly one year since we started our new mill at this place, and we thought it might possibly interest you to know how the line of Richmond Wheat Cleaners and Bran Dusters sold us by your Mr. Trudgeon, are working. We have one No. 4 Receiving and Elevating Separator; one No. 2 Grain Cleaner and Separator; two No. 6 Upright Adjustable Scourers and Polishers; two No. 4 Empire Horizontal Bran Dusters; two No. 5 Empire Horizontal Bran Dusters. Each and every machine is doing its whole duty, in the most satisfactory manner, and we could not ask for anything better, in their respective places. Wishing you continued success,

We are, yours truly, LIGONIER MILLING CO.

W. F. STEELE, Head Miller.

Richmond Manufacturing Co.

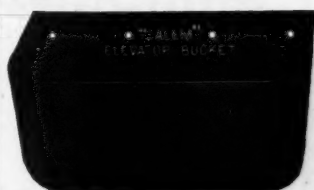
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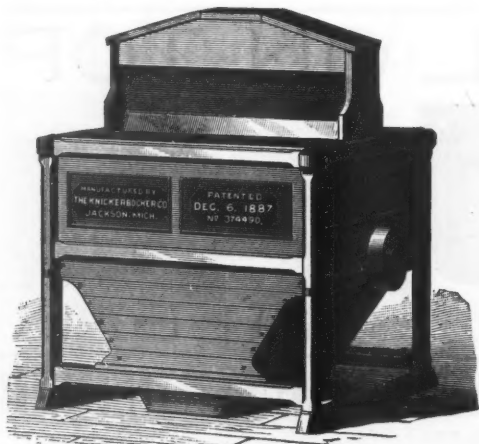


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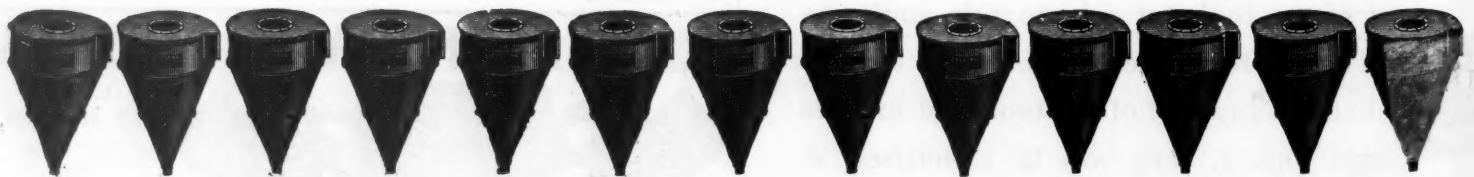
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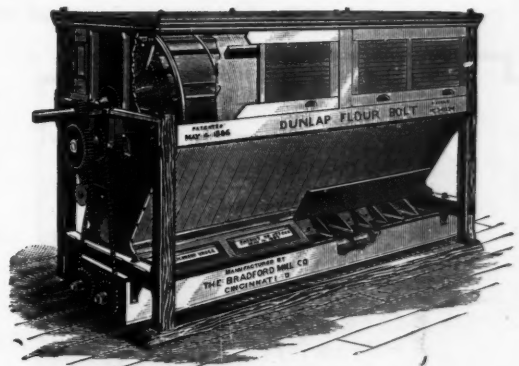


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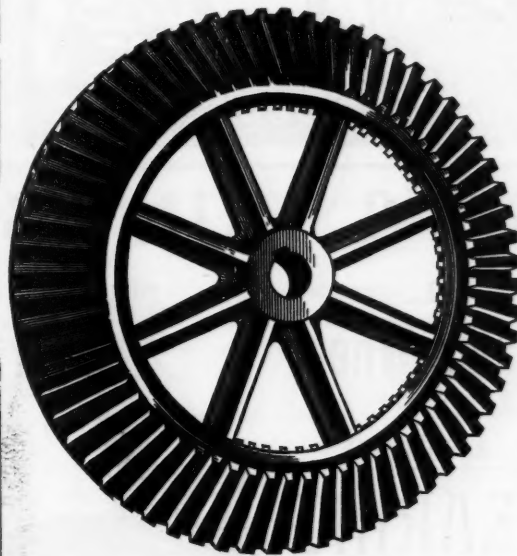
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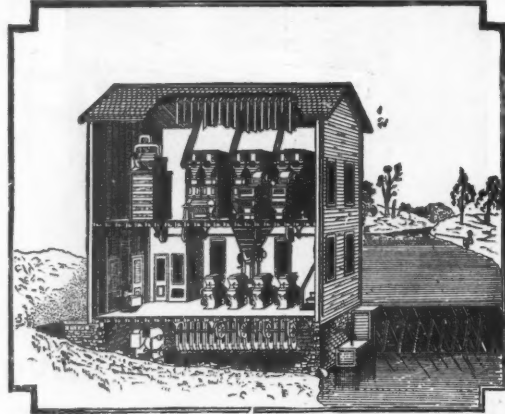
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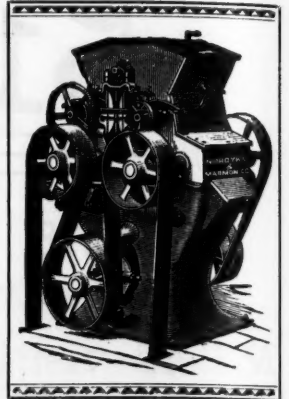
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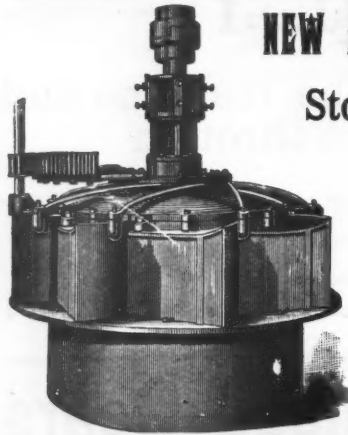
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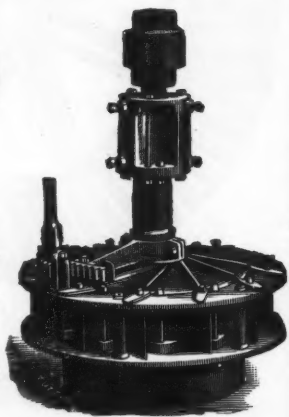
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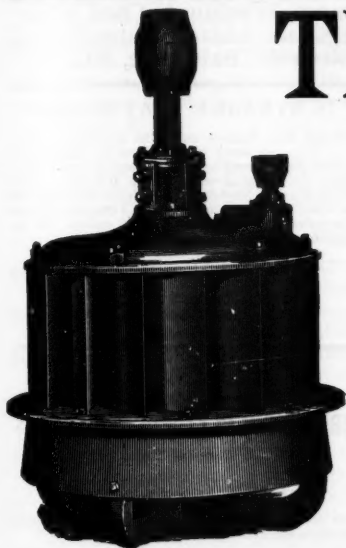
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Valley City Milling Co. Grand Rapids.—Roller Patents and Straights: Roller Champion, Matchless, Lily White, Harvest Queen, Snow Flake, White Loaf.
Walsh-De Roe Milling Co. Holland.—Patents: Sunlight, Electric Light. Straights: Daisy, Purity, Standard.
Stanton Milling Co. Stanton.—Fancy Patent, Magnet, Family.

MINNESOTA.

Park Region Roller Mills, Geo. G. S. Campbell, Alexandria.—Patents: Campbell's Pride, Geneva. Straights: No. 1 Hard, Extra No. 1. Bakers': Early Riser, Latoka, Our Mutual Friend.
Lee & Herrick, Valley Roller Mill, Crookston.—Patent: Best Fancy Patent. Straight: North Star. Bakers': Fife. Low Grade: Skip Jack.
F. A. & S. L. Bean, Faribault.—Patents: Polar Star, Faribault City, Best Fancy, Solitaire, Northfield Fancy. Straights: Choice Patent, Diamond Dust, Northfield. Bakers': America, Sampson, Fife, Ocean Foam, Straight. Low Grade: Coronet.
Otter Tail Mill, Fergus Falls.—Best, Family, Forty Per Cent.
Page Flour Mills, Fergus Falls.—Fancy Patent: Page's Best. Patents: Sterling, Gold Seal. Choice Bakers': Century, Waverly.
Gardner Mill, Chas. Esponschied, Hastings.—Choice Patents: Axa, Hastings. Patent: Herald. Family: Vermilion. Bakers': Yosemite, Banner.
Cargill & Fall, Houston.—Patents: Superlative, Pure Gold (copyrighted). Straights: Snow Line, Mistletoe, Olarion. Bakers': Keno, Jim River.
Hubbard, R. D. & Co. Mankato.—Patent: Superlative. Straights: Crystal, Mankato. Bakers': Otsego.
Barber, D. R. & Son, Minneapolis.—Patents: White Satin, Barber's Best. Straight: Bon Ton. Bakers': Cataract, Amazon, Par Value, Thorn Hedge. Low Grade: Victoria.
Columbia Mill Co. Minneapolis.—Patents: Columbia, Superlative, Best. Straights: Manna, Puritan. Bakers': Ceres, American. Low Grade: Var-na, Diamond X.
Crocker, Fisk & Co. Minneapolis.—Patent: Crocker's Best. Second Patent: Grand. Bakers': Cap Stone. Second Bakers': Roman. Low Grade: Lotus.
Galaxy Mill Co. Minneapolis.—Patents: Galaxy, White and Gold, Gold Medal. Bakers': Asteroid, Clear Grit, Noonday.
Hinkle, Greenleaf & Co. Minneapolis.—Patents: Superlative, Supreme, Bonanza, St. A. Patent, Cosmos, Minnesota Chief. Bakers': Climax, Humboldt.
A. W. Krech & Co. Minneapolis.—Patents: Gold Dust, A. W. Krech's Superlative, Crystal Floss, Hoar Frost, Sparkling Gem, Satisfaction. Bakers': Gold Medal Inland, Climax, Gold Medal, Home, Champion, Clear Grit, Nokay.
Horse & Sammis, Minneapolis.—Patent: Best. Straight: White Rose. First Bakers': Standard. Second Bakers': Arctic. Export—First Bakers': Front, Rank, Lightning. Second Bakers': Thunder. Low Grade: Pearl.
Pettit, Christian & Co. Minneapolis.—Patents: Christian's Superlative, Triple Ex, Perfection. Bakers': Christian's Extra, Irish Giant, Bakers' Extra. Low Grade: Regulator.
Pillsbury, Chas. A. & Co. Minneapolis.—Patents: Best, Success, Diamond. Bakers': Pillsbury, Straight.
Sible Fletcher Holmes Co. Minneapolis.—Patents: Northwestern, Granulated, Corrugated, Minnehaha, Persian, Murray Hill. Straights: Daily Bread, Defiance. Bakers': Paragon, Stonewall.

Washburn, Crosby & Co. Minneapolis.—Patents: Washburn's Superlative Gold Medal, Parisian, Triple Extra, Washburn's Extra, "000." Bakers': Snow Drop, Iron Duke, "No. 1."

Whitmore Bros. Montevideo.—Patent: Cream of the West. Straight: Snow Flake. Bakers': People's Choice. Low Grade: Dakota Chief.

Gill & Forrester, Moorhead Roller Mills, Moorhead, Minn.—Rising Sun Patent, Belle of Moorhead, Lily White, Minnesota XXX.

Schei & Chalfant, Osakis.—First Patent: Superb. Second Patent: Fancy. Straights: Domestic, Lakeside, Midnight Sun. Bakers': Standard, Hercules.

Eagle Roller Mill Co. New Ulm.—Patents: Surprise, Pure Gold. Second Patents: Eagle Best, New Ulm Enterprise. Bakers': Gold Eagle, Grit, Blizzard.

Swan Lake Mill Co. Nicollet.—Patent: Electricity (registered). Second Patent: Excellent. Bakers': Old Wheat.

La Grange Mill, Red Wing.—First Patents: Star, Corner Stone. Second Patents: Chieftain, Old Glory. Bakers': Goodhue, War King. Low Grade: Onyx.

Wabasha Roller Mill Co. Wabasha.—Patents: Big Jo, Snow Flake. Straights: XX Diamond Jo XX, Spot Cash, Choice Patent. Bakers': Little Jo, Josie.

Everett, Aughenbaugh & Co. Waseca.—Patents: White Rose, Monitor, Best on Record, Ritzman's Best. Straight: Waseca. Bakers': Choice Bakers'.

Winona Mill Co. Winona.—Patents: Laurel, Pinnacle. Family: Snow Drift. Bakers': Northern Light.

MISSOURI.

Plant, Geo. P. Milling Co. St. Louis.—First Patents: Sweet Home, Plant's A1 Patent. Standard Patents: Plant's Extra Patent, Maximum. Best Straights: Pilgrim, Victor, Favorite. Extra Fancy: Our W. J. S., Crusader. Choice: Gold Dust, Saratoga, Light Loaf.

NEBRASKA.

White & Glade, Oretc.—WINTER WHEAT—Patents: Coronet, Winter Wheat Patent. Straights: Reliance, Silver Gloss. SPRING WHEAT—Patents: Victor, Santa Claus. Straights: Champion, Let Her Roll. Bakers': Sterling, Red R, Royal, Choice Family.

Omaha Milling and Elevator Co. Omaha.—Patents: Minneapolis Process Superlative, Crow's High Patent, Crow's Patent. Straights: Crow's Superlative. First Bakers': Crow's Straight, Standard Patent. Second Bakers': Fancy Family, Snow Flake. First Low Grade: Cream.

NEW YORK.

Central Milling Co. Buffalo.—Patent: Bridal Veil (trade-marked), Bakers': Conquest. Low Grade: Counterpane.

Scheelkopf & Mathews, Buffalo.—Patents: Niagara Falls, Brown's Patent, Surprise, Noble. Bakers': Ajax.

Urban & Co., Buffalo.—Hard Wheat Patents: Urban's Best, Crown of Gold, Pride of Manitoba. Hard Wheat Straights: S., White Bread, Wallula, Victor. Hard Wheat Bakers': White Oak, Roller B. Winter Wheat Patents: Pie Crust, Hungarian Patent. Combination Family: Pearl. Winter Wheat Straights: White Moss Rose, Ellicott, The Urban Cracker Flour, Clawson.

OHIO.

Selberling Milling Co. Akron.—Patents: Faultless, Charm, Our Dandy Straights: Empire Supreme. Bakers': May Queen, White Dove, Snow Flake. Low Grades: Daily Bread, Diamond Dust.

F. Schumacher Milling Co. Akron.—German Mills Rolled Avena, German Mills American Oatmeal, Parched Farinose. F. S. New Process Empire Mills 1876, White Cloud, O x A, Patent A. Straights: Snowflake, Stone-mills, Cascade A, Premium, Old Reliable. Clears: Grant, Peerless, Level Best, Lake. Low Extras: Howard St., Valley.

PENNSYLVANIA.

Market Street Milling Co. Philadelphia.—Patents: Peerless, Family Standard. Bakers': Superior Bakers'.

TEXAS.

Texas Star Flour Mills, Galveston.—Patents: Tidal Wave, Neptune, Gulf Stream, Thetis, Sea Fairy, Mermaid, Edelweiss. Extra Fancy: Sea Nymph, Undine. Extra Choice: Sea Jewel, Melite. Family: Sea Pearl, Hera.

VIRGINIA.

The Hazell-Crenshaw Co., Hazell Mills, Richmond.—Southern Winter Wheat Patents and Straights: Byrd Island Patent Family, Hazell, Clara, Crenshaw. Low Grades: Tremont Super, Orange-Mills Fine.

WISCONSIN.

Durham, Wells & Co. Depera.—First Patents: Perfection, Gilt Edge. Second Patents: Delight, Roller Patent, Jack Frost. Bakers': Snow Drift. Low Grade: Standard. Rye Flour: Choice.

John P. Dousman, Depera.—First Patents: Best, Top Notch. Second Patents: Sunnyside, Peerless. Bakers': Bee Line. Rye Flour: Straight. Winter Wheat: Echo.

Fountain City Milling Co. Fountain City.—Patent: Diamond. Straight: Atlas. Bakers': Crystal. Low Grade: Settlers' Choice.

Streubel & Ebeling, Green Bay.—First Patent: Cream of Wheat. Second Patent: Snow Drift. Straights: Roller A, Roller B. Low Grade: Extra. Rye Flour: Straight.

Oriental Mills, John Schuette, Manitowoc.—First Patent: Oriental. Second Patent: Violet. Straight: Daisy. Clear: Best Family.

Kern, J. B. A. & Son, Milwaukee.—Patents: Success, Kern's. Bakers': Triumph, High Ground, Eagle. Rye Brands: A Rye, 1 Rye, Rye.

Krueger & Lachman, Neenah.—Patents: Fancy—Gilt Edge, Extra—Island City, Corona, Vienna, Purity. Straights: Standard, Straight. Bakers', Extra Low Grades and Pure Rye. Monogram J. C. M. on every package.

Wulff, Walker & Co. City Mills, Neenah.—First Patent: Snow White. Second Patent: Home Comfort. Straight: Proud Camelia. Bakers': Morning Glory. Rye: Straight Grade.

Globe Milling Co. Watertown.—Patents: Chromach's Superlative, Bunker Hill. Bakers': Tulip, Hekla, BBBB. Straights: Best Family, Choice Winter. Export Grades: White Fawn, Empire Export, Choice Bakers'.

W. D. WASHBURN.
C. J. MARTIN.

JAS. S. BELL.

JOHN WASHBURN
A. V. MARTIN.

Washburn, Martin & Co.

(Successors to Washburn, Crosby & Co.)



CAPACITY,

8,000

Barrels Per Day.

MERCHANT MILLERS

OPERATING THE CELEBRATED

OUR BRANDS

PATENTS:

WASHBURN'S SUPERLATIVE.
GOLD MEDAL.
PARISIAN. TRIPLE EXTRA.
WASHBURN'S EXTRA.
"000."

BAKERS':

SNOW DROP. IRON DUKE.
"NO. 1."

C. C. Washburn Flouring Mills

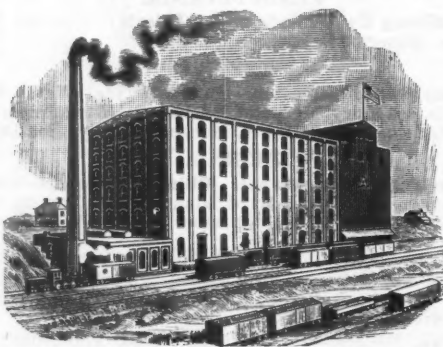
MINNEAPOLIS, MINN.



J. F. SEIBERLING, Prest. and Supt. L. C. MILES, Sec'y. F. A. SEIBERLING, Treas.

THE SEIBERLING MILLING CO.

AKRON, OHIO



BRANDS

Faultless.
Empire.
White Dove.
May Queen.
Supreme.

BRANDS.

Snow Flake.
Solitaire.
Daily Bread.
Diamond
Dust,
Etc., Etc.

MANUFACTURERS OF CHOICE BRANDS

Roller Process Winter Wheat Flour

MIDLINGS, BRAN, CHOP FEED, ETC.

Mill Capacity, 1,000 Barrels

PER DAY

Elevator Capacity, 100,000 Bushels.

Specialties: Graham Flour, Farina. Correspondence Solicited.

COLUMBIA MILL CO.

Minneapolis, Minn.



THE above company claims not only the most perfect mill, containing as it does all the most improved machinery invented up to the present time, but to produce a flour UNSURPASSED. This we GUARANTEE, it being made from SELECTED hard wheat grown in Minnesota and Dakota. We are buyers of the very finest samples of wheat that come to the leading spring wheat market of the world. We select only what is exactly suited to this class of milling, and therefore our guarantee MEANS SOMETHING. It is an acknowledged fact that in this flour a perfect separation of the glutinous particles of the wheat berry, and a thorough

elimination of all weak and starchy matter, has at last been reached, and it is consequently more nutritious, yielding MORE BREAD TO THE BARREL than any other. The best trade admits that from its bread making qualities it is the cheapest as well as the best for either family or bakers' use, and unsurpassed, if equaled, by ANY FLOUR MADE IN THE UNITED STATES.

Capacity, 1,500 Barrels Per Day.

Brands

PATENTS:
Columbia,
Superlative,
Best.

STRAIGHTS:
Ceres,
American.

FOR SAMPLES, QUOTATIONS, ETC., ADDRESS

Columbia Mill Co.

CABLE ADDRESS,
"COLUMBIA, MINNEAPOLIS."

MINNEAPOLIS, MINN., U. S. A.

BUY DIRECT FROM THE MILL.

CHAS. ESPENSCHIED
 PROPRIETOR OF
THE CARDNER MILL AT HASTINGS, MINN.

Mills from the very best variety of Minnesota wheat, by the latest and best methods, producing the following famous brands:

AXA, HASTINGS, VERMILION, HERALD, YOSEMITE.

Employs no agents or traveling men, but solicits direct trade from jobbers. No orders taken nor inquiries answered for less than car lots. Will use buyers' brands when required.

CAPACITY 750 BARRELS DAILY

CHAS. SILVERSON. A. SCHMITT. G. H. FRY.

EAGLE ROLLER MILL CO.
 Merchant Millers,
 Capacity, 600 Bbls Daily. NEW ULM, MINN.

No. 1 HARD WHEAT EXCLUSIVELY GROUND.
 We guarantee our flour equal if not superior to any made in this state.

Correspondence solicited from Export and Domestic Buyers.

Wilcox & Hyde,
 JOLIET, ILLINOIS,
 MANUFACTURERS OF
 Northwestern No. 1 Hard Spring Wheat
FLOURS.
 Chicago Rates of Freight to all Eastern Points.

Fountain City Milling Co.
 FOUNTAIN CITY, WIS.

We manufacture high grade spring and winter wheat flours, and invite the correspondence of direct cash buyers.

MOORHEAD ROLLER MILLS
 GILL & FORRESTER, Proprietors,
 MOORHEAD, MINN.

Our flour is manufactured exclusively from No. 1 Hard Wheat. Correspondence solicited.
 BRANDS: Rising Sun Patent, Belle of Moorhead, Lily White, Minnesota XXX.

BLANTON, WATSON & CO.
 ARCADE MILLS,
 INDIANAPOLIS, : INDIANA.

Invite correspondence from direct buyers of Winter Wheat Flour.

McDANIEL & CO.
 PROPRIETORS OF
Union Roller Mills,
 FRANKLIN, IND.

We manufacture the very best
High Grade Winter Wheat Flour.
 Correspondence from cash buyers solicited.
 Capacity, 200 Barrels Per Day.

OSAKIS ROLLER MILLS
 SCHEI & CHALFANT, Proprietors,
 OSAKIS, MINN.

We manufacture all grades of flour from No. 1 hard wheat exclusively.
 Correspondence with direct cash buyers solicited.

TRIUMPH CORN SHELLER
 CAPACITY,
3000 bus. per day.
 Shells Wet or Dry Corn.
 Cheapest and Best Sheller.
PAIGE MFG. CO.
 14 2d St., Painesville, Ohio.

RUSSELL & MILLER MILLING CO.
 VALLEY CITY, JAMESTOWN AND BISMARCK,
 Capacity 600 Barrels. DAKOTA.

No. 1 Hard Wheat ground exclusively, and it is bought from first hands. Correspondence with exporters and direct buyers solicited.
 Cable address, "Hilfar." Address correspondence to office at BISMARCK, DAK.

"RED RIVER VALLEY."
North Dakota Roller Mills
 HILLSBORO, D. T.

Direct cash buyers who wish strong spring wheat flours are invited to correspond with us.
 Packed in sacks only.

Paul, Sanford & Merwin,
 PATENT ATTORNEYS AND SOLICITORS.

657-660 Temple Court, MINNEAPOLIS, MINN.
 925 F Street, WASHINGTON, D. C.
 10 German Am. Bank Bldg, ST. PAUL MINN



F. A. & S. L. BEAN,
 Merchant Millers,
 PROPRIETORS
 Polar Star Mill, 500 Bbls.
 Big Diamond Mill, 300 Bbls.
 AMES MILL, Northfield, 500 Bbls.
FARIBAULT, MINN.

Our facilities for Obtaining No. 1 Hard Wheat are Unexcelled.

We are justified in warranting our Flour the Best made in Minnesota. CASH BUYERS will be PROTECTED IN THEIR TERRITORY.

Capacity: 1,300 Barrels Daily.

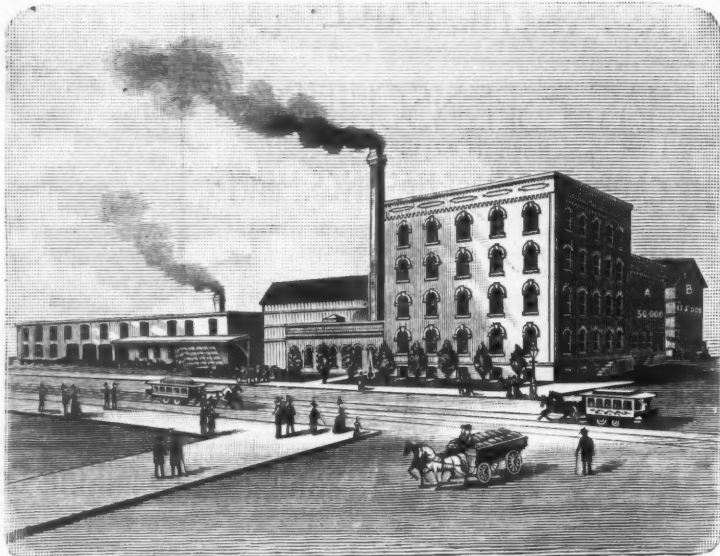


R. D. HUBBARD.

F. L. WAITERS.

R. D. HUBBARD & CO.

Merchant Millers,



MANKATO, MINN.

CAPACITY 1,000 BBLs PER DAY.

Have a large amount of OLD WHEAT on hand, and can furnish customers

Old Wheat Flour

MANUFACTURE BRANDS OF FLOUR EQUAL TO OR BETTER THAN ANY MADE IN THE WORLD.

Correspondence solicited from buyers who appreciate color and strength.

Omaha Milling and Elevator Co.

OMAHA, NEBRASKA.

Exceptional facilities for obtaining the Finest Milling Wheat grown, and our grades of flour are particularly adapted for export.

Correspondence with foreign and domestic buyers solicited. Capacity 400 Barrels Per Day.

TAYLOR BROS. & CO.

MERCHANT MILLERS,

QUINCY, ILLINOIS.

Winter Wheat Flour Exclusively. Capacity 1,000 Barrels Per Day.

PATAPSCO FLOURING MILLS.

ESTABLISHED 1774.

PatapSCO Superlative Patent.

The Premier Flour of America.

The superiority of this flour has long been conceded. Of good strength, unapproachable flavor and a rich creamy color, it stands unrivaled, not only in this country, but also in Europe, where it leads all other American flour in quality, and therefore commands more money.

ROLANDO CHOICE PATENT.

A trial of this brand will prove it to be of most superior quality, giving entire satisfaction in every respect.

C. A. GAMBRILL MFG. CO., 214 Commerce Street, BALTIMORE.



W. B. KNICKERBOCKER, ALBION, MICH.

JOSHUA S. INGALLS, BOSTON, MASS.

ALBION MILLING CO.

Albion, Mich. AND Boston, Mass.

MANUFACTURERS OF

HIGH GRADE Winter Wheat Flours FROM SELECTED WHEAT.

Sacked Mill Feed, FREE FROM GROUND SCREENINGS, a Specialty.

Correspondence solicited.

Address either ALBION, MICH., or 130 State Street, BOSTON, MASS.

W. H. SAWTELLE, Eastern Manager,



CAPACITY, 2,500 BARRELS

W. H. SAWTELLE, Eastern Manager, 206 State Street, Boston, Mass.

THE SALINA MILL & ELEVATOR CO.

SALINA, KANSAS

Capacity 600 Barrels Daily.

WINTER : WHEAT : FLOURS

EXCLUSIVELY.

Special attention to manufacturing uniform grades for export.

Correspondence from direct buyers solicited. Samples mailed on request.

Market Street Milling Co.

PHILADELPHIA, PA.

WINTER WHEAT FLOURS

For Home Trade and Export, a Specialty.

Blish Milling Co.

SEYMOUR, IND.

Manufacturers of High Grade

Winter Wheat

FLOUR

We grind nothing but the best long berry wheat, and solicit correspondence from cash buyers.



Established 1846.

J. B. A. KERN & SON,

Merchant Millers,

Capacity 2,000 Barrels Per Day. MILWAUKEE, WIS.

Manufacturers of Choice Minnesota and Dakota Hard Wheat Flour.

RYE FLOUR

By most approved roller process, guaranteed the best and purest rye flour manufactured.

WE INVITE CORRESPONDENCE FROM CASH BUYERS.

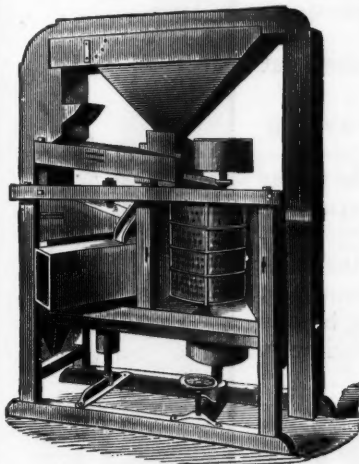
THOMPSON & CAMPBELL

No. 1030 Germantown Avenue, PHILADELPHIA, PA.

Millwrights, Machinists, Steam Engine Builders

MILLSTONE MANUFACTURERS.

MILLS AND MILLFURNISHINGS OF ALL KINDS.



Builders and Contractors of Roller Mills. Old Mills Remodeled to Improved Short System.

MANUFACTURERS OF

B. T. Trimmer's Improved Grain Scouring, Rubbing and Separating Machine.

CLEAN WHEAT.

THE

Trimmer Smutter

WILL TAKE OUT ALL FROST AND DAMPNESS.

No Steam Heater Required

WHERE IT IS USED.

Fifteenth • Semi-Annual • Statement

OF THE

Millers' and Manufacturers'

MUTUAL

INSURANCE COMPANY

Minneapolis, Minn.

June 30th, 1888.

Deposit Notes, - - - \$400,115.37

ASSETS.

First National bank stock, par value, \$5,000, market value	\$ 7,000 00
Nicollet National bank stock, par value, \$6,000, market value	6,000 00
State bank stock, par value, \$2,000, market value	2,200 00
Loaned on mortgage security	12,500 00
Loaned on stock security	14,962 27
Bank certificates of deposit	11,000 00
Real estate	6,500 00
Cash in Northwestern National bank	4,956 69
Cash in First National bank	1,872 94
Cash in Farmers' & Mechanics' Savings bank	5,000 00
Cash in office	5 06
Premiums due	4,795 74
Due from other companies	10,430 10
Accrued interest	1,340 00
Due sundry accounts	318 63
Office furniture, maps and supplies	\$ 88,881 43
Contingent fund—net notes	3,673 20
Assets	\$343,029 03

LIABILITIES.

Reinsurance reserve	\$ 28,251 51
Losses adjusted, not due	12,250 85
Due return premiums	628 91
Due other companies	233 94
Total liabilities	\$ 41,365 27
Surplus above all liabilities	\$301,663 76
Losses paid since organization	\$301,280 61
Cash dividend since organization	34,015 04
Scrip dividend since organization	5,878 97

Respectfully yours,
C. B. SHOVE, Secretary.

LA CROSSE

ROLLER MILLS

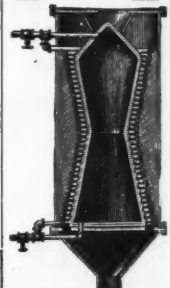
FOR ALL PURPOSES.

Write for catalogue to

JOHN JAMES & Co.
La Crosse, Wis.

To Make the Best Flour You Need

Welch Wheat Heater.



RESULTS:
Whiter Flour!
Broader Bran!
Closer Yield!

You cannot afford to do without it either in a Roller or Buhr Mill.

For full particulars, write either the Manufacturer,

ALBERT B. BOWMAN,
St. Louis, Mo.,

Or the Following Agents:

- E. P. Allis & Co. Milwaukee, Wis.
- Jno. T. Noye Mfg. Co. Buffalo, N. Y.
- Todds & Stanley Mill Fur. Co. St. Louis, Mo.
- Bradford Mill Co. Cincinnati, O.
- Great Western Mfg. Co. Leavenworth, Kan.
- Geo. L. Jarrett. Des Moines, Ia.
- Jos. Wagner & Co. Portland, Ore.
- James Pye. Minneapolis, Minn.
- Wm. & J. G. Greey. Toronto, Ont.

BECK AND PAULI
Lithographing Co.
FINE COMMERCIAL & COLOR WORK.

The Babcock & Wilcox Co.
WATER TUBE STEAM BOILERS.

107 Howe St., Glasgow. | 30 Cortland St., New York

BRANCH OFFICES:
Boston, 88 Oliver st.
Philadelphia, 21 E. 5th st.
Pittsburgh, 64 Lewis st.
Chicago, 64 S. Canal st.
New Orleans, 57 Carondelet st.
San Francisco, 651 Mission st.
Reno, 50 San Ignacio.
City of Mexico, Calle del Seminario No. 6.
Send to nearest office for circular

EDWARD KENNEDY & SON

Call the attention of mill owners and mill men generally to their unrivaled mode of manufacturing and dressing

MILL PICKS.

After long experience in the business can guarantee Perfect Satisfaction. A large assortment of picks on hand. All orders promptly attended to
122 Sixth Ave. S., MINNEAPOLIS, MINN.



FIVE HARVEST EXCURSIONS

TO MINNESOTA, DAKOTA MONTANA,

TUESDAY, { AUG. 21ST.
SEPT. 11TH AND 25TH.
OCT. 9TH AND 23D.

VIA THE St. Paul, Minneapolis & Manitoba Ry.

FROM ST. PAUL AND MINNEAPOLIS AT RATES CHEAPER THAN EVER BEFORE!

Points west of Grand Forks in DAKOTA and MONTANA LESS THAN ONE FARE, no round trip rate being more than TWENTY DOLLARS, including GREAT FALLS, HELENA and BUTTE CITY, MONTANA.

Persons desiring to take a trip through Northern Minnesota, Dakota or Montana for the purpose of looking over the country, or with the idea of selecting a new home within the boundaries of the GRANDEST WHEAT BELT IN THE WORLD, and an agricultural country suitable for diversified farming, dairy and stock purposes, will do well to take advantage of these rates.

For maps and information, apply to your home ticket agent, to any agent of the company, or

F. I. WHITNEY,
General Passenger and Ticket Agent,
St. Paul, Minn.



Fast Mail Line with Vestibuled Trains between Chicago, Milwaukee, St. Paul and Minneapolis.

Trans-Continental Route between Chicago, Council Bluffs, Omaha and the Pacific Coast.

Great National Route between Chicago, Kansas City and St. Joseph, Mo.

5700 Miles of Road reaching all principal points in Illinois, Wisconsin, Minnesota, Iowa, Missouri and Dakota.

For maps, time tables, rates of passage and freight, etc., apply to the nearest station agent of the CHICAGO, MILWAUKEE & ST. PAUL RAILWAY, or to any railroad agent anywhere in the world.

ROSWELL MILLER, A. V. H. CARPENTER,
Gen'l Manager. Gen'l Pass. & Tkt. Agt.

For information in reference to Lands and Towns owned by the CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY, write to H. G. HAUGEN, Land Commissioner, Milwaukee, Wisconsin.



"Burlington Route From the Northwest"

THE PRINCIPAL LINE BETWEEN THE NORTHWEST AND ALL POINTS IN THE UNITED STATES AND CANADA CONNECTIONS MADE IN UNION DEPOTS AT ALL BUSINESS CENTERS

PEERLESS DINING CARS AND PULLMAN'S SLEEPERS ON ALL THROUGH TRAINS BETWEEN

MINNEAPOLIS, ST. PAUL, CHICAGO AND ST. LOUIS

* THE ONLY LINE * RUNNING DINING CARS BETWEEN THE TWIN CITIES AND ST. LOUIS

FOR TICKETS, RATES, GENERAL INFORMATION, ETC., CALL ON ANY TICKET AGENT IN THE UNITED STATES OR CANADA OR ADDRESS

GEORGE B. HARRIS W. J. C. KENYON,
General Manager, Gen'l Pass. Agent,
ST. PAUL, MINN.

J. O. HOWARD, City Ticket Agent,
No. 5 Nicollet House, Minneapolis.

Minneapolis & St. Louis RAILWAY

ALBERT LEA ROUTE

TWO THROUGH TRAINS DAILY From ST. PAUL and MINNEAPOLIS TO CHICAGO

Without change, connecting with the FAST TRAINS of all lines for the

EAST and SOUTHEAST

The DIRECT and ONLY LINE running Through Cars between MINNEAPOLIS and

DES MOINES, IOWA,

Via ALBERT LEA and FORT DODGE.

Short Line to Watertown, Dak. Direct Line to Mankato, Minn.

SOLID THROUGH TRAINS BETWEEN Minneapolis and St. Louis

And the Principal Cities of the Mississippi Valley, connecting in Union Depot for all points South and Southwest.

MANY HOURS SAVED and the ONLY

Laws running TWO TRAINS DAILY to KANSAS CITY LEAVENWORTH and ATCHISON, making connections with the Union Pacific and Atchison, Topeka & Santa Fe Rys

Close connections made in Union Depot with all trains of the St. Paul, Minneapolis & Manitoba; Northern Pacific; St. Paul & Duluth Railways, from and to all points NORTH and NORTHWEST.

REMEMBER The Trains of the MINNEAPOLIS & ST. LOUIS RY are composed of Comfortable Day Coaches, Magnificent Pullman Sleeping Cars, Horton Reclining Chair Cars and our justly celebrated

PALACE DINING CARS,

150 pounds of Baggage Checked Free. Fare always as Low as the Lowest. For Time Tables, Through Tickets, etc., call upon the nearest Ticket Agent, or write to

E. A. WHITAKER
Gen'l Tkt. and Pass. Agt., Minneapolis

THE BEALL CORRUGATION

WHAT WE CLAIM FOR IT.

It is as far ahead of the ordinary Corrugation as the ordinary Corrugation is ahead of the old millstone.

There is no scouring action on the wheat by this Corrugation.

If no dirt gets into the flour in the beginning, none has to be taken out at the tail of the mill.

The FRANK BEALL CORRUGATION prevents dirt at the beginning.

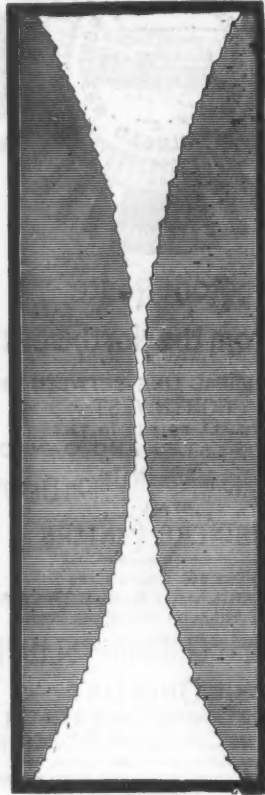
It costs no more to cut this Corrugation than any other kind.

The action of our FIRST BREAK opens about 95 per cent of the wheat grains at the seam, and so releases the crease dirt; and this without crushing the berry.

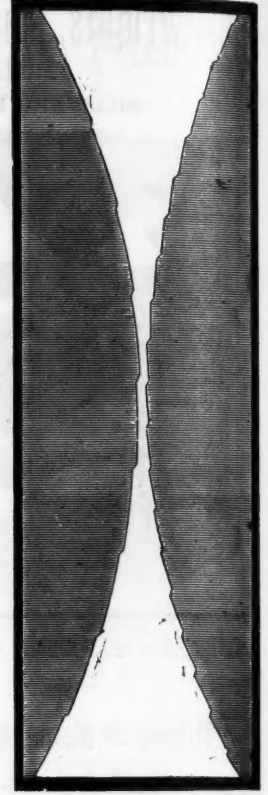
We claim for our SECOND BREAK that it makes more middlings, cuts the germ less, makes broader bran, less chips, and whiter break flour, and leaves the stock in a more solid and better condition for the succeeding breaks than any other known milling device. It also largely increases the patent, and greatly improves the other grades of flour.

In Support of Our Claims, Read the Letters of the Owners and Head Miller of the First-Class Mill represented by the Cut Below.

WE HAVE MANY SIMILAR LETTERS.



SECOND BREAK.



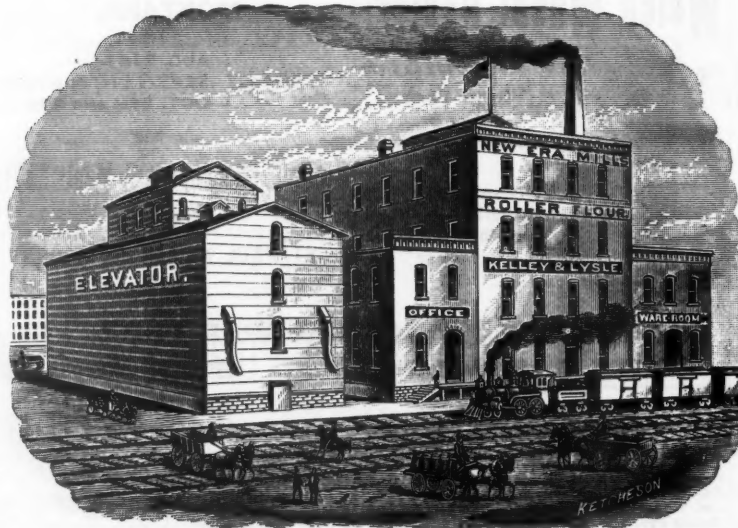
FIRST BREAK.

PATENTS.

United States, 1886, 1887 and 1888.

Great Britain and Ireland and the
Dominion of Canada, 1887.

Belgium, 1888.



Mr. Beall, the inventor and one of the owners, is now at the Nicollet House, Minneapolis, and will remain about four weeks, and will be glad to meet and give millowners and millers all desired information.

NEW ERA MILLS, LEAVENWORTH, Kan., September 10, 1888.

MESSRS. BEALL, HUTCHISON & CO., Decatur, Ill.

Gentlemen: We take pleasure in saying, we are well satisfied with the results obtained by the use of your Improved Furrow and Corrugation, for the reason that our grades of flour are improved, and the per cent of patent and capacity of rolls largely increased; hence can recommend your improvement to the milling fraternity.

Yours respectfully,

KELLEY & LYSLE.

LEAVENWORTH, Kan., September 15, 1888.

MESSRS. BEALL, HUTCHISON & CO., Decatur, Ill.

Gentlemen: In reply to your inquiry as to how I like your Corrugations, I have to say that I am more than pleased with the results. All grades of flour are improved, both in color and strength, and the per cent of patent largely increased. The granulating capacity of the rolls is also increased, as is the capacity of the mill; our output since the use of your corrugation having been increased so that it has been, on an average, a little over 800 barrels per day. The rolls in the New Era had been re-cut with the then supposed best corrugation only about two weeks, when my attention was called to the Beall Furrow and Corrugation. After full investigation these newly cut rolls were taken out and rolls cut with your improvement substituted. Were I a millowner, I would not take \$10,000 and have your corrugation taken out, if I could not duplicate it again. Wishing you the success your Improved Corrugation justly merits, I am,

Yours truly,

WILLIAM MACDONALD,

Head Miller New Era Mills, Leavenworth, Kansas.

Write for Circulars, Samples of Break
Stock, Prices and Terms, to

BEALL, HUTCHISON & CO., Decatur, Ill.

THE · NEW · ERA · SCALPER

Wonderful Capacity.

SEND FOR DESCRIPTIVE CIRCULAR.

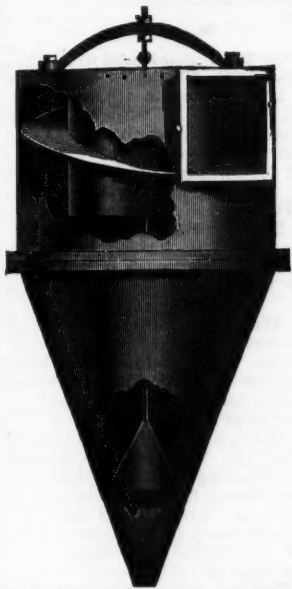
WE ALSO MANUFACTURE

The Superlative Purifier and the Superlative Bran Duster.



THE SUPERLATIVE PURIFIER MFG CO.

MILWAUKEE, WIS.



The Vortex Dust Collector

...
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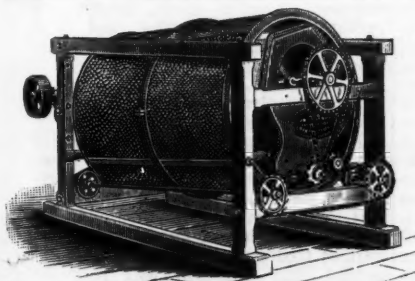
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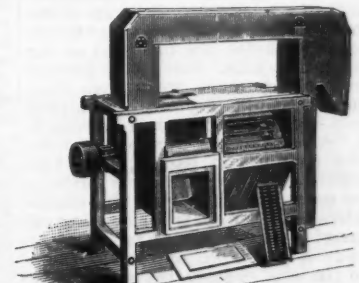


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MILWAUKEE, WIS.

COOPERS' CHIPS

MINNEAPOLIS.

The one-stave barrel has lately been meeting with more favor from millers than formerly, and is selling quite freely. On this account the Cottrell shop has been running under full headway.

A representative of the mill at Grand Forks, Da., was in the city last week looking for two coopers to hire. Fourteen cents per barrel on poles is said to be the price paid for making in that place.

Hugh J. Hughes, an old member of the Sixth street shop, is said to have aspirations for alderman of the Eleventh on the republican ticket. Mr. Hughes is a man well spoken of among the men of his craft.

Geo. J. Elliott, a stockholder of the Hennepin Bbl. Co., expects to very soon go to California. He visited the coast last year, returning in January, and while there purchased a farm which he will now go back to till.

The North Star Bbl. Co. last week made about the largest sales of barrels since it was started. It is employing 38 hired men, besides 56 stockholders, and has to hustle even with this crew, to keep pace with the call made upon it for barrels.

It is said that C. B. Silverton and others will establish a pail factory in Minneapolis this winter that will give employment to some fifty men. A building will be temporarily rented, but by another year a site will be purchased near the city and buildings erected. Mr. Silverton comes from Grand Rapids, Mich.

By the retirement of Chas. McC. Reeve from the Hardwood Mfg. Co. as manager, Robert G. Gault, who in the past has acted as office man, also becomes superintendent of the cooperative factory, and will be an efficient man in that capacity. J. P. Thompson, manager of the bag department, will sell the barrels made by the company. On Friday the employees of the company treated Mr. Reeve to a most happy surprise by presenting him with a very handsome gold headed cane.

The Northwestern Bbl. Co. has added more hired men, having 15 at work now. With its 38 share-holders, this gives it a cooper force of over 50 men, and even then it is crowded to meet the demand of its mills for wooden packages. In order to provide itself with barrel storage, the company is erecting a frame storehouse which is 32x106 feet on the ground, and two stories high. The building will hold about 10,000 barrels, and will be so arranged that barrel stock can be received into it directly from the car.

The hired coopers in two shops are now receiving 2c more for making barrels than a week ago. They are of the Northwestern and North Star shops. These companies are operated on the cooperative plan, but at the present time, having more work than their members could do, are employing about 53 coopers other than shareholders. As other shops were paying only 5c for hooping off barrels, these two companies allowed the same price to their men, though paying the stockholders 7c. Five cents for hooping off a barrel is very scant pay for a man to support a family on, and the journey-men in the cooperative shops have been restive for some time. This finally culminated in the 15 hired men of the Northwestern on Monday asking for a raise to 7c, and those of the North Star shortly followed the example. Both companies were hard pressed for barrels and the advance was soon conceded. Twelve more men, at the Acme shop, asked for the same price and were assured that they would be paid whatever the others were. A committee was sent to the shop operated by Jas. Kennedy, but the 16 men employed there could not be made to see that it was to their interest to ask the

advance. Their employer was already paying as high wages as the price of barrels he was receiving would warrant, and if they were to quit work, he would lose the mills he had, and his coopers would then have no work at any price. They thought that half of a loaf was better than no bread at all. The 60 men of the Hardwood Mfg. Co. took a similar view of the situation, and so the price of making in these two shops, the only boss concerns in the city, are on the basis of 13c for hand work. It is quite generally believed that the 15c rate prevailing at the two or three cooperative shops will be only temporary—that as soon as the present rush for barrels is over, the price will be put back to the 13c basis.

The activity in the cooper business which the MILLER in its last issue stated was impending, is now being fully realized. The mills last week took the largest number of barrels sold in over two years, and from the way that the shops are rustling to get barrels, it seems safe to say that the sales will be equally as heavy for the current week. The shops all have as much as they can do, and there are some which have bought all the barrels they could from their neighbors, even then not having as many packages within their command as they would like. Some of the companies have wanted to add to their forces, but advertising and other means adopted have seemingly failed to bring forth the desired help.

The sales and manufacture for four weeks and corresponding time last year are shown below:

Week ending	Sales, bbls.—	Make, bbls.—		
1888.	1887.	1888.	1887.	
Sept. 29	89,150	47,700	72,280	60,500
Sept. 22	68,600	62,300	68,800	64,500
Sept. 15	76,350	79,100	67,900	63,600
Sept. 8	62,050	72,300	50,350	61,000

The receipts of stock were again large last week, those of elm staves being the heaviest within our recollection, and about every shop in the city got from one to ten cars. There have recently been quite free purchases of elm, and it is now being rushed in here to get ahead of an advance in freights set for Oct. 10. The present rate from Chicago will at that time be advanced from 9c to 17c per hundred, if present instructions are carried out. This rate, if enforced, will doubtless affect the price of elm, but so far it is quoted at 10c per set or \$6.25 per thousand. The Kansas City road on Sept. 1, guaranteed the 9c rate to some parties for three months, and it is not improbable that this will be made good. Oak staves appear to have been a little more active lately, but are still held at 12c per set. Heading is in fair demand, with 4½c the price generally prevailing. Very few shaved hoops are now coming, but three cars of green hoop-poles were sold the past week. They were of fair quality, but small, and brought \$9 per thousand. The total receipts of stock for the week as reported by shops were 59 cars, divided as follows: Oak staves, 9 cars; elm staves, 34; heading, 7; shaved hoops, 3; hoop-poles, 3; patent stock, 3.

Following are quotations of stock, delivered in Minneapolis: (In calculating the number of sets of staves to the thousand, we reckon on 62½ for elm and 60 for oak.)

No. 1 oak st'v's, with h'd'g, per set	167½ @	167½
No. 1 elm staves, per set	10 @	10½
Oak staves, without h'd'g, per M	7.20	7.20
Elm staves, without h'd'g, per M	6.25 @	6.40
Half barrel staves, per set	0.73½	0.73½
Heading, per set	0.4½ @	0.4½
Half barrel heading, per set	0.4	0.4
Hoop poles, per M	9.00 @	14.00
Shaved hoops, per M	7.00 @	7.25
Head linings, per M	35 @	40
Ten-hoop, all oak bbls	35 @	36
Ten-hoop, oak and elm bbls	35 @	36
Ten-hoop, all elm bbls	35 @	36
One-stave, flat hoop bbls	35 @	36
Half barrels	33	33
Price making 10 hoop hand bbls from poles	13 @	15
Price hooping off machine bbls from poles	08 @	10
Price hooping off machine bbls from shaved hoops	05 @	07

F. E. Grant, who recently retired from the Phoenix Bbl. Co., will engage in farming near Monticello, Minn.

Work on the new barrel factory at Canton, Ga., has begun.

Eber Hubbard, of Chicago, has received a patent on a device for manufacturing paper pails.

The Oakes (Da.) Milling Co. is about to start up its new 150 bbl mill, and would like to contract with a reliable party to make its barrels or to secure coopers to work by the piece.

At Demopolis, Ala., has just been organized the Marengo Manufacturing Co. to operate a barrel factory. W. H. Welch is president. There is an abundance of oak timber in that section of the country.

At Linwood, Mich., James Hazard's stave and heading mill recently manufactured 48,000 staves and 3,000 sets of heading in eight hours. The stave and heading business about Bay City, Mich., has assumed large proportions, and the product this year in staves will exceed 150,000,000.

The Chicago market continues very dull, says the *Northwestern Lumberman*. Packers seem disposed to allow pork barrels to drop back to 85c, while tierces are very slow at \$1. Arrivals of staves for the tight barrel coopers are now more liberal, and they are likely to be well supplied, as the roads are clearing up delayed shipments. All kinds of stock are freely offered, except tierce hoops and pork and syrup barrel hoops, but in a short time they will likely come in sufficiently to meet all requirements of trade. High prices have been paid for hickory tierce hoops, while oak tierce and pork barrel hoops have held a good relative position. Anticipations of large receipts of hogs are stimulating the manufacturers of packages. Many coopers are buying materials sparingly, and pursuing a conservative course, while awaiting relief through a revival of demand for packages.

In the eastern markets from which shipments of staves are made the entire business is in the hands of a very few concerns, probably not over half a dozen in New York, and not over two elsewhere, says the *Northwestern Lumberman*. These handlers will give but a very limited amount of trade gossip. The leading dealer in staves in Boston, not long ago, politely told our reporter that he would not furnish any information about the industry, simply because he did not want anything said about it. Publicity would prove altogether too interesting reading to competitors and buyers. Eastern stave dealers obtain supplies largely by the employment of traveling buyers, who scour the producing sections, pick up salable stock and forward it to this market for shipment. The demand is explicit and exacting on sizes and quality; still it only requires experience and good judgment to effect a profitable eastern connection.

Representatives of fifty-three coopers' assemblies from all parts of the country met at Chicago, Sept. 27, and held a three days' session. There were delegates present from New York city, Brooklyn, Jersey City, Hoboken, Boston, East Cambridge, Cincinnati, Cleveland, Columbus, Louisville, Lexington, St. Louis, Peoria, Buffalo, Baltimore, Milwaukee, Minneapolis, St. Paul, Menasha, Moline, Grand Rapids, Terre Haute and numerous other points. William Fitzgerald of New York acted as temporary chairman and R. M. Burke of Chicago as secretary. The main object of the gathering was the formation of a central district organization, under the knights of labor, and this was accomplished. The officers elected were: District master workman, A. J. McDaniels, Cincinnati; worthy foreman, Leopold Reis, Milwaukee; recording secretary, R. M. Burke, Chicago; financial secretary, W. C. Willahan, Grand Rapids; treasurer, J. J. Kennedy, Chicago. There are 30,000 coopers in America who are knights of labor. Concerted action will at once be taken toward shortening the hours of labor and making uniform the wages of all coopers throughout the United States and Canada.

Jos. Wagner & Co., the San Francisco millfurnishers, are reported to have been burned out.

KANSAS CHAFF.

[Special Correspondence.]

The milling interests of Topeka are represented by four flour mills and five corn mills. The flour mills and their capacity are as follows: The Crosby mill, owned and operated by the Crosby Milling Co., 500 bbls per day; Inter-Ocean mill, Page, Norton & Co., 500 bbls; Topeka mill, owned and operated by the Topeka Mill & Elevator Co., who in addition to making flour also manufacture linseed oil and cornmeal, capacity of flour mill, 350 bbls; Shawnee mill, Shellbarger & Griswold, 300 bbls. The firms making a specialty of meal, feed, etc, are Edson & Beck, J. B. Billard, Forbes Bros. and Downs Mill & Elevator Co. The head millers of Topeka are C. F. Whitney, Inter-Ocean mill; Mr. Howe, Crosby mill; Peter Plamondon, Shawnee mill, and Mr. Sunboldt, Topeka mill. The number of men required in a 500 bbl mill in this city is as here given: One head miller, two second millers, two bolters and spoutsmen, four flour packers, one sweeper, one oiler, one floor boss, four roustabouts, two elevator men, one engineer, two firemen, one millwright and salesmen, teamsters, etc. The rate of wages paid is: Head millers, per year, from \$1,200 to \$2,000; second millers, per day, \$3; bolters, per day, \$2; flour packers, \$1.75; oilers, \$1.50; sweepers, \$1.25; engineers, \$3 and \$3.50; firemen, \$1.50 and \$2, and millwrights, \$2.50. The mills generally run from Monday morning at seven o'clock until Sunday morning at five o'clock. Some of them give their employes turkeys on Christmas, but the most do not.

A number of capitalists of Kansas City, Mo., have purchased a tract of land in Armourdale, an adjoining suburb, and are now at work building a 150-bbl mill. R. P. Woolworth is the busy man of the company. The contract for the building has been let and it is to be 42x54 feet and four stories high. The mill complete will cost 40,000. It is expected to have it ready for business by Jan. 1, 1889.

The Cedar Vale roller mill was advertised to be sold at sheriff's sale Sept. 25.

Sam. Williams and Al. Kerthy, of Eudora, have bought the roller mill at Eskridge. Mr. Williams has been for a number of years head miller of the Eudora mill and is considered an honor to the profession.

C. B. Baer, a practical mill man of St. Jacobs, Ill., has been in Coolidge lately, conferring with the citizens in regard to moving his mill to that place.

P. Galbraith, who at one time was traveling salesman for Bowman & Kellogg, of Atchison, died recently at Atchison, aged 68.

The Marvin mill was recently burned. Loss about \$7,000; small insurance. The mill had just been equipped with roller machinery costing \$6,000.

The Eudora Milling Co. has filed its charter. Capital stock, \$50,000; directors, G. W. E. Griffith and R. G. Jamison, of Lawrence; J. J. Hiddleston, J. W. Parcels and C. E. Griffith, of Eudora.

Thayer & Brandner are building an addition to their mill at Atchison.

Julius Isenmeyer, of the Sedgwick Mill & Elevator Co., has sold his interest in the business to W. A. Barkmeyer, president of the company.

H. V. Alexander, of Winfield, has bought an option in the Bliss & Wood mill, of that city, for \$60,000. It is expected that the mill will soon be started up.

Arrangements have been made to rebuild the Riverside mill at Waterville. Mr. Moore, the proprietor, has gone east to buy the machinery which will be running by Jan. 1, '89.

It has just come to light that J. H. Hemperly lost a leg when Tower's mill at Hays City was first started up—a leg of his trousers, which became entangled with a revolving shaft.

E. Weaver, proprietor of the Knob Knoster (Mo.) roller mill lately got his hand badly crushed between two rolls.

JAYHAWKER.
Topeka, Kan., Oct. 1.